

Wingate Hotel 12300 Valley Boulevard

Conditional Use Permit
No. 26-16 & Design Review No. 11-16

VOLUME I



Conceptual Renderings

Lead Agency:

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APPLICANT:

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VOLUME I

DRAFT WINGATE HOTEL IN EL MONTE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

12300 Valley Boulevard, El Monte, CA 91732

Conditional Use Permit No. 26-16 & Design Review No. 11-16

Lead Agency:

CITY OF EL MONTE PLANNING DIVISION

11333 Valley Boulevard

El Monte, CA 91731

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June 2018

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1.0 INTRODUCTION

The project applicant, Zhonghong Zhaofeng USA Inc. (Applicant), proposes the removal of existing commercial buildings and a building materials storage yard for the development of a 72-room four-story hotel with associated amenities on an approximately 0.91-acre project site at the southeastern corner of Valley Boulevard and Durfee Avenue (proposed project). The proposed hotel would include approximately 39,601 square feet (sf) of floor space, and 72 onsite parking spaces within a basement level garage and an at grade level parking lot.

The proposed project is considered to be a project under the California Environmental Quality Act (Public Resource Code § 21000 et seq.: “CEQA”). The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

The City of El Monte (City), as the lead agency for the proposed project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development of the proposed project could have a significant impact on the environment.

California Environmental Quality Act Compliance

As provided in Public Resources Code Section 21064.5, a Mitigated Negative Declaration (MND) may be prepared for a project that is subject to CEQA when an Initial Study (IS) has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed Mitigated Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

Based on the IS prepared for the proposed project, a MND has been prepared for the proposed project. The MND has been prepared in conformance with Section 15070(b) of the State CEQA Guidelines. The purpose of the MND and the IS Checklist/Environmental Evaluation is to identify any potentially significant environmental impacts associated with the proposed project and incorporate mitigation measures into the project as necessary to eliminate the potentially significant effects of the project or to reduce the effects to a level of insignificance.

Content and Format of a Mitigated Negative Declaration

The Draft MND is an informational document intended to disclose to agencies and to the public the environmental consequences of approving and implementing the proposed project. This MND includes the following sections:

Section 1.0, Introduction: This section provides an introduction to the MND, including CEQA compliance and public review process.

Section 2.0, Project Description: This section provides a detailed description of the proposed project evaluated in this MND. This section also includes the proposed project's geographical and environmental setting, characteristics of the proposed project, and discretionary actions related to the proposed project.

Section 3.0, Environmental Checklist Form and Evaluation: This section provides a determination of the level of significance of the proposed project's environmental effects.

Section 4.0, Environmental Impact Analysis: This section provides a detailed analysis of environmental issues and concerns surrounding the proposed project, and corresponding mitigation measures to lessen potentially significant impacts.

Section 5.0, References: This section provides a list of references used to prepare the MND.

Public Review Process

Pursuant to State CEQA Guidelines Section 15105(b), the Draft MND will be available for a 21-day public review and comment period from June 13, 2018 to July 3, 2018 at the following locations:

- City of El Monte Planning Division. 11333 Valley Boulevard, El Monte, CA 91731
- Online at the City's website at: <http://ca-elmonte.civicplus.com/499/Current-Projects>

In reviewing the Draft MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment, as well as ways in which the significant effects of the proposed project are proposed to be avoided or mitigated.

Comments must be made on the Draft MND in writing before the end of the comment period. Following the close of the public comment period, the City will consider this MND and comments thereto in determining whether to approve the proposed project. Written comments on the Draft MND must be submitted via email to tbu@elmonteca.gov or to the following address by July 3, 2018:

Tony Bu
Associate Planner
El Monte City Hall West
11333 Valley Boulevard, El Monte, CA 91731

2.0 PROJECT DESCRIPTION

Project Location

The proposed project is located in the City of El Monte (City), in the northeast portion of Los Angeles County, California (see **Figure 2-1, Regional Location Map**). The project site is within the U.S. Geological Survey (USGS) El Monte 7.5-minute quadrangle and located in the southeastern portion of the City, approximately 0.3 miles south of Interstate 10 (I-10). The City is adjacent to the cities of Baldwin Park, West Covina, South El Monte, and Rosemead. Regional access to the City is provided via I-10 and Interstate 605 (I-605).

The project site is located at 12300 Valley Boulevard, at the southeastern corner of Valley Boulevard and Durfee Avenue (see **Figure 2-2, Project Vicinity Map**). Freeway access to the proposed project site is via I-10 and I-605. A Southern Pacific Railroad line is located approximately 0.14 miles north of the project site. The confluence of San Gabriel River and Walnut Creek is located approximately 0.3 miles east of the project site.

Existing Setting

Project Site

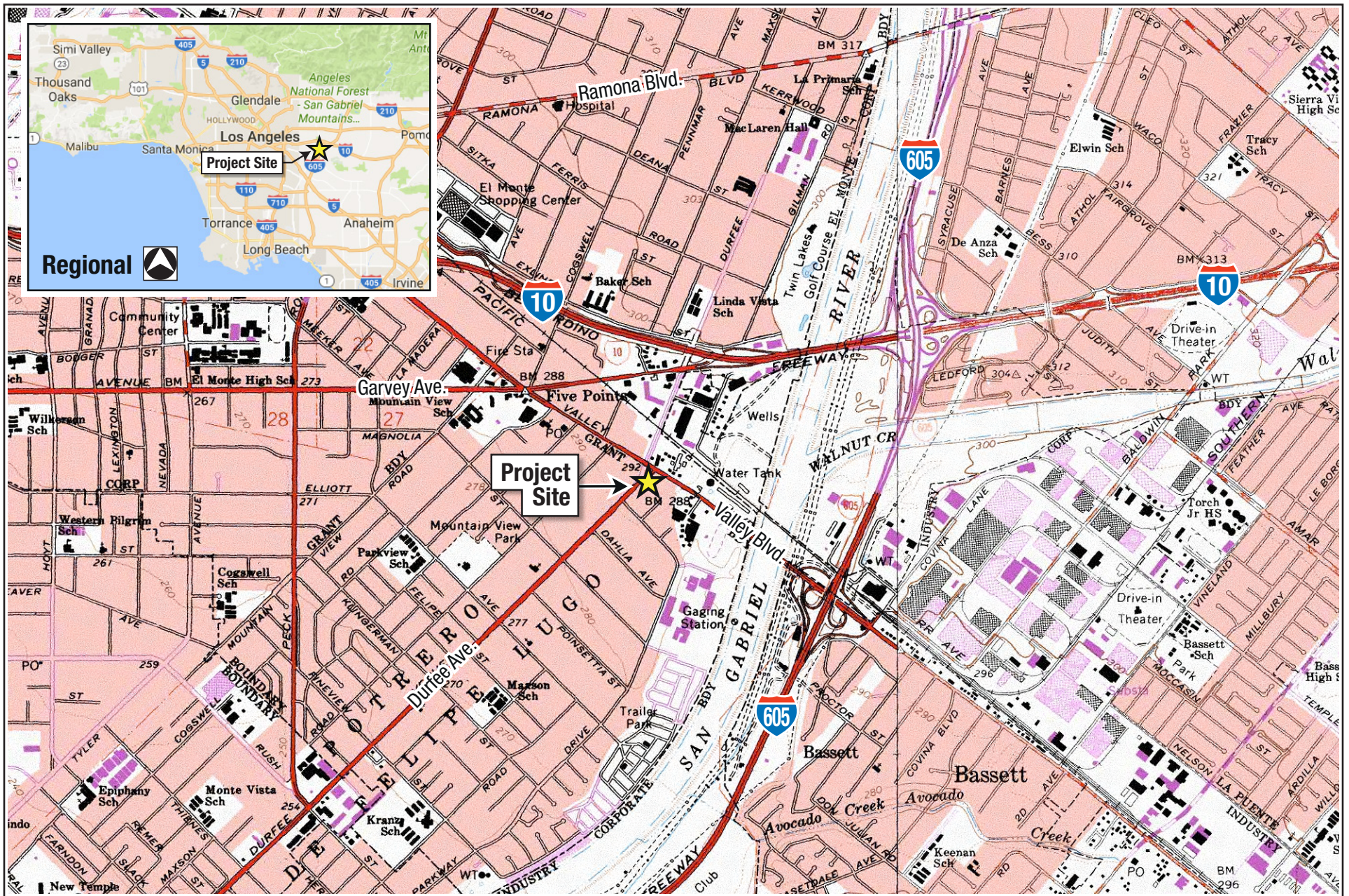
The project site is an approximately 0.91-acre rectangular site that is currently occupied by a 3,108-sf commercial building currently occupied by a tile store (AA Tile) and a building supply store and materials storage yard (Yang's Home Supply Inc.). The remainder of the site is currently developed with a surface parking lot serving the existing businesses. The northwest corner of the site was previously occupied by a 580-sf drive-thru restaurant building (Big D Burgers), which was recently removed. The site covers two parcels (A.P.N. 8109-012-024 and A.P.N. 8109-012-025). Topography on the project site is relatively flat, and the elevation is approximately 280 feet above mean sea level (msl). Vehicular access to the project site is currently provided by driveways located off Valley Boulevard and Durfee Avenue. Existing landscaping within the parking lot includes 10 ornamental trees (pines and carrotwood) within planters located on the west side of project site. Views of the project site are shown in **Figure 2-3, Photos of the Project Site**.

The project site has a General Plan Land Use Map designation of Regional Commercial and a zoning designation of C-3, allowing up to 1.0 floor area ratio (FAR).

Surrounding Land Uses

The project site is located within an existing commercial corridor. The properties adjacent to the project site to the north, east, and south have a General Plan Land Use Map designation of Regional Commercial and zoning designation of C-3 and properties to the west have a General Plan Land Use Map designation of General Commercial and zoning designation of C-3. The land to the southwest of the project site has General Plan Land Use Map designation of Industrial/Business Park and zoning designation of M-1.

Commercial office buildings and warehouses are located adjacent to the project site to the south along Durfee Avenue and to the southeast along Valley Boulevard. Restaurant and retail uses are located to the west of the project site, on the opposite side of Durfee Avenue. An auto sales lot is located at the northwestern corner of Valley Boulevard and Durfee Avenue. A scrap metal recycling yard is located to the east of the project site, on the opposite side of Valley Boulevard.



Source: El Monte, CA, 7.5 Min. Topographic Quadrangle.

WINGATE HOTEL PROJECT (12300 VALLEY BLVD.)

Regional Location Map



envirom



Source: GoogleEarth Pro, Oct. 18, 2016.

WINGATE HOTEL PROJECT (12300 VALLEY BLVD.)

Project Vicinity Map

envirom

0 100 200
FEET



FIGURE 2-2



Photo 1 – Southerly view of project site from the northeast corner of Valley Boulevard and Durfee Avenue. Photo taken July 10, 2017.



Photo 2 – Southeasterly view along northern project boundary from the intersection of Valley Boulevard and Durfee Avenue. Photo taken July 10, 2017.



Photo 3 – Southwesterly view of the western site boundary from the intersection of Valley Boulevard and Durfee Avenue. Photo taken July 10, 2017.



Photo 4 – Northeasterly view of the project site taken from the southwestern corner of the project site at Durfee Avenue. Photo taken July 10, 2017.



Photo 5 – Southwesterly view of the project site taken from Valley Boulevard. Photo taken July 10, 2017.



●→ Photo locations

Project Components

The project proposes an infill development project to redevelop an existing commercial property with a new 72-room, four-story hotel with approximately 39,601 sf of floor area, and a basement level garage of 14,925 sf, as well as surface parking spaces. The project would involve the removal of the existing commercial building, building materials storage yard, and parking lot materials and landscaping to allow for the proposed development. The proposed L-shaped hotel structure will be primarily located on the north and west sides of the project site, along adjacent roadway frontages, and would be approximately 51 feet in height, with an approximately 60-ft tower area at the northwest property boundary near the intersection of Valley Boulevard and Durfee Avenue. The project would provide 72 onsite parking spaces as required by the municipal code, consisting of 38 basement level garage spaces and 34 surface lot parking spaces (see **Table 2-1 Hotel Project Elements**). Under existing conditions, the project site has driveway access to and from Valley Boulevard and Durfee Avenue. These existing driveway access points would be improved and slightly relocated as part of the proposed project. The project would also involve the removal of 10 existing ornamental trees (pending a tree removal permit). The project applicant will be required to plant replacement trees around the perimeter of the project site, and within the surface parking area. The number and species of the replacement trees will be based on the City's Planning Division recommendation. **Figure 2-4, Site Plan**, provides an illustration of the proposed layout for the proposed project. Elevations of the proposed hotel are shown in **Figure 2-5, Elevations - North and West** and **Figure 2-6, Elevations - South and East**.

Table 2-1
Hotel Project Elements

Floor	Project Elements	Square Feet
First	Lobby, Amenities, 8 Guestrooms	11,243
Second	26 Guestrooms	11,150
Third	26 Guestrooms	10,930
Fourth	12 Guestrooms	6,278
Total	72 Guestrooms	39,601
Parking		
Basement	38 Parking Spaces, Mechanical Rooms	14,925
Surface Lot	34 Parking Spaces	

The project's exterior treatments would include stone veneers on the lower level, with upper floors finished in stucco with alternating earth tone hues to provide variation in texture and color to complement the stone veneer of the lower level. The building elevations for the proposed hotel building are provided in Figures 2-5 and 2-6.

The proposed hotel is anticipated to be a Wingate by Wyndham hotel franchise, and has been designed with common area and guest amenities to serve business and leisure travelers. These amenities would be provided solely for hotel guest use, and would include a hotel lobby and lounge area, hotel gift shop, breakfast/coffee lounge, gym/fitness room, and rooftop deck lounging area. Additional amenities for business travelers would include a business center with standard office machines (copier/printer, computer, 24-hr. internet, etc.), a conference room, and a board room. A guest laundry (coin-op) would also be onsite (on the fourth floor) for guest use only. The proposed project will generate employment opportunities for only a small number of employees (approximately 40-50 employees total, or 13-16 employees per shift). The proposed project would be a hotel, which would be a 24-hour business. The City has no applicable maximum length of stay requirements for hotels.





Source: P.J. Design Square Architect, Jan. 3, 2018.

WINGATE HOTEL PROJECT (12300 VALLEY BLVD.)

Elevations – North and West

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FIGURE 2-5



Source: P.J. Design Square Architect, Jan. 3, 2018.

WINGATE HOTEL PROJECT (12300 VALLEY BLVD.)

Elevations – South and East

enviCOM

FIGURE 2-6

Project Construction

Construction of the project would consist of demolition of existing buildings and removal of the existing parking lot and associated landscaping. Site grading would include excavation of the proposed basement garage area, which would result in a net export quantity of 8,190 cubic yards of soil for transport and disposal offsite. During construction, the project would provide an onsite worker parking area, and equipment staging area located as far from existing uses as feasible.

The construction schedule is subject to change over time to respond to various factors. Individual construction operations would be phased as described below.

1. Demolition: Duration approximately 10 days. This will include the removal and demolition of existing structures totaling 3,108 square feet, a storage yard, and surface parking. All wastes and debris, per City of El Monte policy, will be handled and hauled away by Valley Vista Disposal Service.
2. Site Preparation and Grading: Duration approximately seven days. Tree/stump removal, grading, excavation of basement parking area and soil export hauling. Approximately 8,190 cubic yards of soil will be exported from the site during the underground parking lot excavation. The material will be disposed of at a permitted Los Angeles County Landfill with capacity to handle the materials. In addition, dust control measures including watering exposed soils would be implemented during construction in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403.
3. Hotel Construction: Duration approximately five to seven months (20 to 30 weeks). Construction of new four-story hotel totaling 39,184 sf square feet.
4. Site Paving and Landscaping: Duration approximately two weeks.
5. Architectural Coating (painting): Duration approximately two weeks.

Discretionary Actions

Implementation of the proposed project would require approval of the following City entitlements:

- A Conditional Use Permit to allow a hotel use in the C-3 (General-Commercial) Zone.
- Design Review for review of the architecture of the proposed structure.

3.0 ENVIRONMENTAL CHECKLIST FORM AND EVALUATION

1. **Project title:** Wingate Hotel in El Monte
2. **Lead agency name and address:**
City of El Monte Planning Division
11333 Valley Boulevard, El Monte, CA 91731
3. **Lead Agency contact person and phone number:** Tony Bu, Associate Planner (626) 580-2152
4. **Project location:** 12300 Valley Boulevard, El Monte, CA 91732
5. **Project sponsor's name and address:**
Zhonghong Zhao Feng USA Inc.
Contact: Julia Chu
1848 Calle Madrid
Rowland Heights, CA 91748
6. **General plan designation:** Regional Commercial
7. **Zoning:** C-3 (General-Commercial)
8. **Description of project:** The proposed project would involve the removal of an existing commercial building and a building materials storage yard for the development of an approximately 39,601 sf, four-story 72-room hotel on the project site. Also see detailed Project Description in Section 2.0.
9. **Surrounding land uses and setting:** Commercial office buildings and warehouse are located adjacent to the project site to the south along Durfee Avenue and to the southeast along Valley Boulevard. Restaurant and retail uses are located to the west of the project site, on the opposite side of Durfee Avenue. An auto dealership is located at the northwestern corner of Valley Boulevard and Durfee Avenue. A scrap metal recycling yard is located to the east of the project site, on the opposite side of Valley Boulevard.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** N/A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

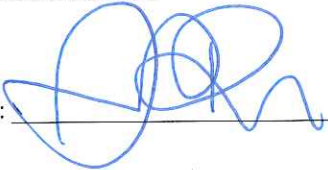
DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, an EIR Addendum will be prepared.

Name: Tony Bu

Title: Associate Planner

Signature: 

Date: 6/7/18

4.0 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Would the project have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. No Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas visible from the City include the San Gabriel Mountains north of the City and the Puente Hills to the south and southeast.¹ The Montebello Hills to the southwest can also be seen from some places in the City. The project site is located in an urbanized and fully developed commercial area. If not blocked by existing intervening structures, views of the Puente Hills and the San Gabriel Mountains are available from Valley Boulevard adjacent to the proposed project site. While the proposed hotel will be substantially taller than any of the existing buildings on the project site, the Puente Hills and the San Gabriel Mountains, where they are currently visible, would remain visible and the development of the proposed project would not affect the existing viewsheds. There would be no effect on scenic vistas.

b. No Impact. The proposed project site is developed with commercial uses and does not contain any scenic resources. According to the California Department of Transportation, there are no officially designated or eligible state scenic highways located within or near the City of El Monte.² In addition, there are no City designated scenic highways in the immediate area of the project site. While the proposed project would involve the removal of existing ornamental trees, the project will plant replacement trees around the border of the project site along Valley Boulevard and Durfee Avenue, and within the surface parking area. The number and species of replacement trees will be based on the City's

¹ City of El Monte, General Plan and Zoning Code Update Draft EIR, March 2011, page 5.1-2.

² Caltrans, State Scenic Highways Map, Los Angeles County, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ Accessed July 26, 2017.

Planning Department recommendation. Additionally, the proposed project site is not within view of a scenic route; therefore, there would be no effect to views from a state scenic highway.

c. Less than Significant Impact. The proposed project would involve both temporary and permanent changes to the visual character of the site. Temporary changes are associated with construction activities, including construction equipment, staging, and site construction. These visual effects would be short-term in nature and are not considered to be significant.

Implementation of the proposed project would result in long-term/permanent changes to the visual character of the site due to the replacement of existing commercial uses with a 4-story hotel. Under existing conditions, the project site is currently occupied by a single story commercial building, a materials storage yard, and an asphalt parking lot. These existing uses do not represent a particularly beneficial contribution to the visual character of the site or vicinity. While the proposed project would result in a change to the existing visual character of the site, it would not result in the removal or degradation of any significant visual resources.

Valley Boulevard is designated as a Major Arterial roadway. As a major transportation route through El Monte, the project frontage on Valley Boulevard must be designed and landscaped to meet the applicable General Plan goals and policies for a project right-of-way on Valley Boulevard. The General Plan includes a Community Development Goal (Goal CD-4) to provide for “High-quality architectural design of residential, commercial, and industrial buildings evidenced by thoughtful attention and balance of quality materials, durability, aesthetics, functionality, and sustainability concepts. General Plan policies specified to meet this goal address development building materials, scale, massing, architectural detail, sustainability, rooflines, landscaping, parking garages, and utilitarian aspects (mechanical equipment placement).

As seen in Figures 2-5 and 2-6, the project’s exterior treatments would include stone veneers on the lower level, with upper floors finished in stucco with alternating earth tone hues to complement the stone texture and color of the lower level. The proposed variations in exterior treatments would provide visual variation between the ground floor level and upper floors, defining various articulations and architectural details that reduce the perceived massing of the structure. The project would remove the 11 existing ornamental trees (pending a tree removal permit). The project will plant replacement trees around the perimeter of the project site, including the frontage with Valley Boulevard, and within the surface parking area. Project landscaping would include street trees along the project frontage with Valley Boulevard and Durfee Avenue. The proposed parking spaces would be provided within a basement level garage and a small area of surface parking located within the interior of the site, which would not be substantially visible from area roadways. These architectural design features would be consistent with Community Development Goal CD-4.

The City will review the proposed project plans for consistency and compliance with the applicable guidelines along with development standards of the El Monte Municipal Code to determine if the projects meets and complies with the Guidelines. With compliance with the applicable guidelines and development standards, impacts to visual character would be less than significant.

d. Less than Significant Impact. The proposed project will introduce new sources of light and glare from project lighting and building materials. Potential sources of light and glare that may result from the proposed project include decorative lighting, security lighting, interior lighting, and vehicle headlights. The light and glare that will be generated by the project is not anticipated to be significantly brighter or more intense than the light and glare generated by existing uses on the project site or by other

commercial uses in the immediate project vicinity. The City does not allow flood lighting and all project lighting must meet and comply with El Monte Municipal Code. The compliance of the project with the Municipal Code will reduce light and glare by the project to less than significant levels. There are no light-sensitive land uses in the area. The nearest homes are located more than 500 feet to the west. In addition, during the City's plan check process, lighting/photometric plans will be reviewed by staff for the number, location, height, style and design of light fixtures and to ensure that they are equipped with shields that direct light away from neighboring uses.

Shadows from the proposed structure would project to the northwest, north, and northeast depending on the time of day as with all buildings in the northern hemisphere. As there are no shade sensitive uses located to the north, the project's shading impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES.				
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a., b. No Impact. The City is an entirely urbanized city. No Prime or Unique Farmland, or Farmland of Statewide importance exists within the project site or vicinity.³ The project site is not under a Williamson Act contract and there are no existing Williamson Act contracts within the City; therefore, no impact would occur.⁴

c., d. No Impact. No forest land or timberland are located within the City and no impact would occur.

e. No Impact. The City of El Monte is an entirely urbanized city. No farmland or forest land exist within the project site or vicinity; therefore, no impact would occur.

³ California Department of Conservation, Los Angeles County Important Farmland 2014, April 2016.

⁴ California Department of Conservation, Los Angeles County Williamson Act FY 2015/2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project result in:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the south and west and mountains to the north and east. Air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the southern California region.

On March 3, 2017 the SCAQMD approved the 2016 AQMP that includes the integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS). The 2016 AQMP demonstrates attainment of the 1-hr and 8-hr ozone NAAQS as well as the latest 24-hr and annual PM2.5 standards.

CEQA requires that projects be consistent with the AQMP. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the AQMP in the following ways: (1) it fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed; and (2) it provides the local agency with ongoing information assuring local decision-makers that they are making real contributions to clean air goals contained in the AQMP. The AQMP strategy is based on projections from local General Plans, and therefore, projects that propose new or amended General Plan elements, specific plans, and regionally significant projects may need an AQMP consistency review.

The project does not propose a General Plan Amendment, and it does not meet the criteria for a project of statewide, regional, or areawide significance as defined in the CEQA Statute and Guidelines Section 15206. Additionally, project compliance with applicable SCAQMD rules during construction and operations would be required, and development of the project would not result in significant regional or local air pollutant emissions as shown in Sections 3.b, and 3.d, below. As such, the project would not conflict with the goals of 2016 AQMP and impacts would be less than significant.

b. Less Than Significant Impact. Project-related air quality emissions analysis was performed using California Emissions Estimator Model (CalEEMod.2016.3.2), a model developed by the SCAQMD to calculate construction and operational emissions. The model calculates both the daily maximum and annual average emissions for criteria pollutants. Project CalEEMod output data is provided in **Appendix A**. The following analysis is based on a comparison of the project's estimated emissions calculated by CalEEMod with SCAQMD Air Quality Significant Thresholds for construction and operations.

Construction Impacts

During construction, the project would generate air pollutant emissions associated with use of heavy equipment on the site during demolition, site preparation and grading, and construction activities. Common sources of emissions during construction include vehicle exhaust, fugitive dust from soil disturbance and emissions from paints.

The project site is a relatively flat, infill property, of less than 1 acre. Construction of the project would involve standard grading, trenching, paving, building and coatings, typical of construction activities that occur in urban areas. During grading, excavation for the proposed basement parking garage would require a total of approximately 8,190 cubic yards of soil export.

SCAQMD's Rule 403 governs fugitive dust emissions from construction projects. This rule sets forth a list of control measures that must be undertaken for all construction projects to ensure that no dust emissions from the project are visible beyond the property boundaries. These measures include: (1) soil stabilizers shall be applied to unpaved roads; (2) ground cover shall be quickly applied in all disturbed areas; and (3) the active construction site shall be watered twice daily. Adherence to Rule 403 is mandatory, and is assumed in the project description.

The SCAQMD has established thresholds for determining the significance of construction air quality impacts based on daily maximum emissions of criteria pollutants. The construction emissions significance thresholds are:

- 75 pounds per day for ROG (reactive organic gases)
- 100 pounds per day for NO_x (oxides of nitrogen)
- 550 pounds per day for CO (carbon monoxide)
- 150 pounds per day of SO_x (oxides of sulfur)
- 150 pounds per day for PM₁₀ (respirable 10-micron diameter particulate matter)
- 55 pounds per day for PM_{2.5} (respirable 2.5-micron diameter particulate matter)

Table III-1 summarizes the project's maximum daily emissions estimated by CalEEMod. Based on these estimates, all project construction emissions would be below their respective thresholds and the impact is less than significant.

Table III-1
Construction Activity Maximum Daily Emissions

	ROG	NOx	CO	SO ₂	PM10	PM2.5
Maximum Daily Emissions (lbs/day)^(a)	37.8	56.6	18.3	0.1	3.8	1.6
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod.2016.3.2 Output in Appendix A.						
^(a) Emissions estimates reflect mandatory compliance with SCAQMD regulations (Rule 403) for reducing construction dust emissions by watering exposed soils twice daily.						

Operational Impacts

Long-term or operational emissions are caused by mobile emissions from truck and passenger vehicle traffic, and stationary source emissions from building heating and electrical systems. For hotel developments, such as the proposed project, the major source of long-term air quality impacts for criteria pollutants is mobile source emissions due to vehicle trips. In addition to mobile source emission, the project would generate area source emissions due to onsite activities such as use of natural gas for heating, and property maintenance including landscaping and periodic repainting. Operational emissions from energy sources are also generated offsite for electrical generation to serve the project.

Operational air quality impacts are considered significant if they exceed any of the following maximum daily emissions thresholds that have been established by SCAQMD:

- 55 pounds per day for ROG (reactive organic gases)
- 50 pounds per day for NOx (oxides of nitrogen)
- 550 pounds per day for CO (carbon monoxide)
- 150 pounds per day of SOx (oxides of sulfur)
- 150 pounds per day for PM10 (respirable 10-micron diameter particulate matter)
- 55 pounds per day for PM2.5 (respirable 2.5-micron diameter particulate matter)

The project's operational emissions of criteria pollutants are summarized in **Table III-2**. For this evaluation, the project's mobile source emissions have been estimated based on the gross total of new development for a conservative analysis. Based on these estimates, all project operational emissions would be below their respective thresholds and the impact is less than significant.

Table III-2
Operational Maximum Daily Emissions

Source	Maximum Operational Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.9	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
Energy	< 0.1	0.3	0.2	< 0.1	< 0.1	< 0.1
Mobile ^(a)	1.0	4.8	12.2	< 0.1	3.1	0.8
Total	2.0	5.1	12.4	< 0.1	3.1	0.9
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod.2016.3.2 Output in Appendix A. Totals may differ due to rounding. ^(a) Mobile source operational emissions are estimated on a gross basis, and do not consider emissions reduction “credits” from eliminating previous or potential future use of the site as it currently exists.						

c. Less Than Significant Impact. In accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the maximum daily emissions thresholds would not add significantly to a cumulative impact. As the project’s emissions evaluated above in Section 3.b would be well below the significance thresholds established by SCAQMD, the project’s contribution to cumulative air quality impacts would be less than significant.

d. Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are generally more susceptible to the effects of air pollution than the population at large. Land uses considered to be sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. There are no sensitive uses located adjacent to the project site. The nearest sensitive uses to the project site would be residences located approximately 500 feet (150 meters) to the west, and residences located approximately 550 feet (166 meters) to the south and southeast.

To assist lead agencies in analyzing localized air quality impacts from the proposed project, SCAQMD has developed a Localized Significance Threshold (LST) methodology. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. An LST analysis was conducted for the proposed project. LSTs are only applicable for certain criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM₁₀ and PM_{2.5}). The SCAQMD provides screening tables to determine the potential significance of a proposed project. The screening tables provide thresholds based on project sites of 1-, 2-, and 5-acres, with threshold values listed for source/receptor distances of 25, 50, 100, 200, and 500 meters. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor. The appropriate SRA for this project site is the East San Gabriel Valley area. LST values for a 1-acre site were used, as well as values for the minimum separation distance of 100 meters to sensitive receptors were used for this LST analysis.

As discussed in Section 3.b, during construction the project would be required to implement dust control measures to comply with SCAQMD Rule 403, which would include watering disturbed surfaces to minimize fugitive dust (PM₁₀ and PM_{2.5}). As this evaluation is for local significance effects, off-site

construction emissions, such as soil material hauling, would not be included in determining LST impacts, and therefore, estimated on-site only construction emissions would be even less than analyzed here. As shown in **Table III-3, LST and Project Emissions**, the project's total construction emissions would not exceed LST thresholds, and impacts would be less than significant.

Table III-3
LST and Project Emissions

LST 1 acre/100 meters E San Gabriel Valley	LST Emissions (lbs/day)			
	CO	NO _x	PM10	PM2.5
Maximum Daily Construction Emissions ^(a)	18.3	56.6	3.8	1.6
LST Thresholds	1,914	159	34	9
Exceeds Threshold?	No	No	No	No
Source: CalEEMod.2016.3.2 Output in Appendix A.				
^(a) Includes watering disturbed area twice daily to minimize dust pursuant to SCAQMD Rule 403 requirements.				

e. Less Than Significant Impact. During construction, heavy equipment exhaust, paving materials, or paint fumes could create temporary odors typical of construction activities. Nuisance odors associated with these activities would be of short duration, and would be diluted at off-site locations. Therefore, the potential impact of construction odors would be less than significant.

Land uses typically associated with objectionable odors are generally related to industrial or manufacturing uses, waste disposal or treatment facilities, and agricultural uses. Operational odors associated with a hotel facility, such as trash containers, generally do not produce nuisance odors discernible beyond the property boundary. The project would include an enclosure for trash dumpsters on the ground level near the surface parking area. Standard good-housekeeping practices associated with operations of a commercial guest-serving facility would be sufficient to keep potentially objectionable odors from affecting the project site as well as the site vicinity. As such, the project's potential to create substantial odors during operations would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. No Impact. The project site has been previously graded and developed with commercial uses and is located in an area developed with urban land uses. The project site does not contain any sensitive habitat or wildlife resources. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB)⁵ for the El Monte Quadrangle indicated that out of a total of 36 native plant and animal species, seven are either threatened or endangered. The CNDDDB/CNPS search results are provided in **Appendix B**. These species include:

⁵ California Department of Fish and Wildlife, California Natural Diversity Database, El Monte Quadrangle, July 12, 2017.

- coastal whiptail (*Aspidoscelis tigris stejnegeri*)
- Swainson's hawk (*Buteo swainsoni*)
- coastal California gnatcatcher (*Polioptila californica californica*)
- least Bell's Vireo (*Vireo bellii pusillus*)
- southwestern willow flycatcher (*Empidonax traillii extimus*)
- western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- bank swallow (*Riparia riparia*)
- Nevin's barberry (*Berberis nevinii*)

The project site is developed with commercial uses and is in an urban setting and does not contain habitat to support the above-mentioned species or riparian habitat. Therefore, the project will not result in any impacts to sensitive biological species.

b. No Impact. The project site is surrounded by urban development and there are no riparian habitats or sensitive natural communities present on or near the project site.⁶ Therefore, no impacts would occur to riparian habitats or sensitive natural communities.

c. No Impact. There are no wetlands, marshes, or vernal pools within or in the vicinity of the project site.⁷ Therefore, no impacts would occur to any federally protected wetlands under the Clean Water Act.

d. Less than Significant with Mitigation Incorporated. With no native habitat, and no wildlife corridors that traverse the project site, implementation of the proposed project is not anticipated to interfere with the movement of native animals of any kind, or to impede the use of any native wildlife nursery sites. The confluence of San Gabriel River and Walnut Creek is located approximately 0.3 miles west of the project site and is separated from the site by urban development.

The project site supports trees that could potentially provide cover, forage, and nesting habitats for bird species that have adapted to urban areas, such as rock pigeons (*Columba livia*) or mourning doves (*Zenaida macroura*). Mourning doves are protected by the Migratory Bird Treaty Act (MBTA) and certain Fish and Game Codes. The statutes make it unlawful to take native breeding birds, and their nests, eggs, and young. Implementation of mitigation measure BIO-1, provided in the event that any nesting birds are found at the project site location, will reduce impacts to less than significant.

Mitigation Measure BIO-1: Project activities that will remove or disturb potential nest sites will be scheduled outside the breeding bird season. The breeding bird nesting season is typically from February 15 through September 15.

If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.

⁶ USFWS. Wetlands Mapper. <https://www.fws.gov/Wetlands/data/Mapper.html> Accessed July 26, 2017.

⁷ USFWS. Wetlands Mapper. <https://www.fws.gov/Wetlands/data/Mapper.html> Accessed July 26, 2017.

If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required.

If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no-activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some bird species are more tolerant than others of noise and activities occurring near their nest. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone.

If listed bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency.

Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist.

e. Less than Significant Impact with Mitigation Incorporated. A Protected Tree Report⁸ was prepared for the project site and is provided in **Appendix B** of this document. While the implementation of the proposed project will require the removal of several on-site mature trees, landscaping proposed for the project will include planting of trees throughout the project site. As described in the Protected Tree Report, a total of 11 non-native landscape trees were recorded along the western edge of the site, including three Canary Island pines (*Pinus canariensis*) and eight carrotwood trees (*Cupaniopsis anacardioides*). No native vegetation was recorded onsite.

The City of El Monte Tree Ordinance⁹ prohibits removal of Protected Trees unless authorized by a permit issued by the Economic Development Department. Protected Trees are defined as any public tree,

⁸ Envicom Corporation, Protected Tree Report Wingate Hotel Project 12300 Valley Boulevard, April 2018.

⁹ City of El Monte Municipal Code, Title 14 (Sustainable Development) Chapter 14.03 Tree Protection and Preservation, Ord. No. 2791, § 2, March 20, 2012.

Heritage Tree or Native Tree as the foregoing are defined under Chapter 14.03 of the El Monte Municipal Code.

A total of four of the surveyed trees qualify as Heritage Trees and are afforded protection in the City of El Monte. A Heritage Tree is defined as any tree, shrub, or plant that meets one of the following criteria:

1. Any woody plant having a single trunk circumference of thirty-six (36) inches or more measured at breast height, a point four and one-half (4½) feet above the natural grade;
2. Any multi-trunk tree whose multiple trunks have a combined circumference of seventy-five (75) inches or more measured at a point four and one-half (4½) feet above the root crown;
3. Any tree that is thirty-five (35) feet or more in height as measured from the root crown to the highest point above the root crown;
4. Any stand of trees the nature of which makes each dependent upon the others for survival;
5. Any other tree as may be deemed historically or culturally significant by the City Arborist or the Economic Development Director because of its size, connection to the city's history or lore, location, or aesthetic qualities.

Development of the proposed project would result in the removal of the four Protected Trees, including three Canary Island pines and one carrotwood tree. Based on the visual inspections conducted for the Protected Tree Report on March 26th, a total of two of the Protected Trees anticipated for removal exhibit signs of stress, exhibited by lower branch dieback, leaf wilt, and substantial insect infestation. The remaining two Protected Trees appeared to be in satisfactory health.

Pursuant to the City of El Monte Tree Protection and Preservation Ordinance, Tree Replacement Policy (Section 14.03.090) all removed trees shall be replaced with a tree ratio of 2:1. Specifically, a total of two thirty-six inch box trees with a minimum height of twelve feet shall be planted with suitable species selected from the City's recommended tree palette and with approval from the Economic Development Department for every Protected Tree removed. If any trees cannot be planted on the subject property, or the immediate public right-of-way, an in-lieu fee may be paid into the City's tree mitigation and planting fund pursuant to the fee schedule as adopted in Section 14.030.130 of the El Monte Tree Protection and Preservation Ordinance.

The City of El Monte Economic Development Department has reviewed the project's tree report and provided a letter to the applicant, outlining the requirements for approval of a tree removal permit application. Implementation of mitigation measure BIO-2 will reduce impacts to less than significant.

The Protected Trees will be removed during the demolition of the existing commercial buildings and the associated parking lot. Due to the close proximity of the trees to streets and pedestrian activity, measures shall be taken to safely remove the trees using a licensed tree removal company. Implementation of mitigation measure BIO-3 will reduce impacts to less than significant.

Mitigation Measure BIO-2: Each Protected Tree removed shall be replaced with two (2) thirty-six inch box trees planted onsite, of suitable species selected from the City's recommended tree palette and with approval from the Economic Development Department. If the replacement trees cannot be planted on the project site, or the immediate public right-of-way, an in-lieu fee shall be paid into the City's tree mitigation and planting fund. Pursuant to the City's letter to the applicant, dated April 18, 2018, in addition to permit fees for each protected tree to be removed, the following in lieu fees would

also apply in the event that adequate replacement trees cannot be provided on the site: \$8,900.00 in lieu fee for Tree Number 1; and \$6,900.00 in lieu fee for Tree Number 3. No in lieu fees would apply to Tree Number 2 or Tree Number 4 due to their current state of decline.

Mitigation Measure BIO-3: Removal of Protected Trees shall be conducted by a licensed tree removal company.

f. No Impact. The project site and surrounding area is completely urbanized and is not located in any Habitat Conservation Plan (HCP) area; therefore, the proposed project would not conflict with any HCP and no impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. No Impact. The project site is developed with commercial uses. Based on a Phase 1 Cultural Resources Assessment¹⁰ conducted for the proposed project (**Appendix C**), there are no existing historical resources on or adjacent to the proposed project site; therefore, there would be no impacts to historical resources.

b., c. Less than Significant with Mitigation Incorporated. The proposed project will be an infill development located in an area that is currently occupied by commercial uses. A Phase 1 Cultural Resources Assessment conducted for the project included a records search of the South Central Coast Information Center (SCCIC), and the Native American Heritage Commission (NAHC) to identify any previous cultural resources that have been recorded within the proposed project area, to provide cultural resource context for the project, and to assess the overall cultural resource sensitivity of the project region.

The SCCIC report determined that no previously identified cultural resources were located within the proposed property. Further, the SCCIC identified that no previously identified cultural resources were within the 0.25-mile study area with the exception of the Union Pacific Railroad located north of the project site. Due to the distance from the project site, the railroad cultural resource was determined by the project's Phase I Cultural Resources Assessment do not warrant further consideration regarding the proposed project activities. The NAHC records request also generated negative findings regarding known cultural resources on or near the site.

In addition, the site has been subject to extensive disturbance during construction of the current land uses; therefore, the proposed project will not impact any known archaeological or paleontological resources. Although no archeological resources are known to exist on site, there is a possibility that archaeological

¹⁰ Envicom Corporation, 12300 Valley Boulevard New Hotel Phase I Cultural Resources Assessment, El Monte, California (Envicom Project #17-722-101), July 25, 2017.

or paleontological resources exist at sub-surface levels and may be uncovered during grading and excavation activities for the proposed building's foundation and subterranean parking level. Implementation of the mitigation measure CUL-1 will ensure that if any such resources are found during construction of the proposed project, they would be handled according to the proper regulations and any potential archaeological or paleontological impacts would be reduced to less than significant levels.

See Section XVII for a discussion of Tribal Cultural Resources, Tribal consultation, and associated mitigation measures.

Mitigation Measure CUL-1: If buried materials of potentially-archaeological or paleontological significance are accidentally discovered during any earth-moving operation associated with the proposed project, then all work in that area shall be halted or diverted away from the discovery until a qualified archaeologist or paleontologist can evaluate the nature and/or significance of the find(s). The Lead Agency will be immediately notified of the discovery. Work will be halted within 100 feet of the discovery, until consultation between the Lead Agency and all parties as to response to the discovery can occur. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred, however, removal or data recovery of the significant resource may be required by the Lead Agency if the resource cannot be avoided.

The Lead Agency and the qualified archaeologist or paleontologist shall also establish additional appropriate mitigation measures for further site development, which may include archaeological, paleontological, and Native American (if the discovery is prehistoric) monitoring or subsurface testing. All responses to the discovery of a significant cultural resource will be outlined in a Cultural Resource Data Recovery and/or Management Plan submitted to the Lead Agency. Any required monitoring will be outlined in a Cultural Resource Monitoring Plan, which will also be submitted to the Lead Agency prior to the commencement of ground-disturbance activities.

d. No Impact. The project site is a highly urbanized area and disturbance of any human remains is considered highly unlikely. The California Health and Safety Code Section 7050.5 states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, the proposed construction activities are not anticipated to impact any interred human remains. In addition, no formal cemeteries are located within one-half mile of the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS. Would the project:

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Less than Significant Impact.

a.i. Less than Significant Impact. The project site is located in a highly seismic region of California within the influence of several fault systems. However, according to the California Department of Conservation,¹¹ the project site is not located within the boundaries of a designated

¹¹ California Department of Conservation, Earthquake Zones of Required Investigation, El Monte Quadrangle, revised June 15, 2017, http://gmw.conservacion.ca.gov/SHP/EZRIM/Maps/EL_MONTE_EZRIM.pdf, accessed on July 28, 2017.

Alquist-Priolo Earthquake Fault Zone.¹² Additionally, the construction and operations of the project would not exacerbate the potential for rupture of known or unknown faults. For these reasons, impacts related to the rupture of a known earthquake fault within the site would be less than significant.

a.ii. Less than Significant Impact. The proposed project is within a seismically active region, which could potentially cause collapse of structures, buckling of walls, and damage to foundations from strong seismic ground shaking. The nearest known active regional fault is the Elsinore Fault zones located approximately 4.8 miles from the project site,¹³ which based on the distance and the maximum magnitude potential earthquake that can be produced, would be considered to have the greatest potential effect on the project from a design standpoint. The project would be constructed in conformance with applicable local building codes and requirements under the California Building Standards Code (CBC)¹⁴ to reduce impacts from strong seismic ground shaking. The construction and operations of the project would not exacerbate the potential for seismic shaking in the vicinity of the project. With adherence to building codes, impacts resulting from strong seismic ground shaking would be reduced to a less than significant level.

a.iii. Less than Significant Impact. The project site is located within a mapped seismic hazard zone for liquefaction.¹⁵ Liquefaction is the transformation of a granular material from a solid to a liquid state as a result of increasing pore-water pressure, which can be triggered in saturated cohesionless material by short-term cyclic loading, such as shaking due to an earthquake, thus leading to ground failure. During liquefaction, soil material may lose the ability to adequately support a structure. In addition to design-level geotechnical recommendations for the proposed project, design and construction of new buildings will comply with seismic safety requirements of the CBC. Compliance with CBC requirements would ensure that potential hazards from seismic-related ground failure, including liquefaction would be less than significant.

a.iv. No Impact. The project site is flat with no slopes located within the immediate and surrounding vicinity. Based on a review of the published Seismic Hazard Evaluation Report for the El Monte Quadrangle, the project site does not lie within a designated Landslide Hazard Zone.¹⁶ For these reasons, no impacts to people or structures due to landslides are anticipated.

b. Less than Significant Impact. The project site has a low potential for soil erosion because it is relatively flat. Additionally, the proposed project must be designed to minimize, to the maximum extent practicable, the introduction of pollutants that may result in significant impacts, generated from site runoff to the storm water conveyance system as approved by the building official. As the project site is greater than one acre, the proposed project would be required to comply with a Storm Water Pollution Prevention Plan (SWPPP), which includes best management practices (BMPs) for erosion and sediment control. The project would adopt construction BMPs to avoid and minimize the transport of soil or contaminants off-site. For these reasons, the project would have less than significant impacts on soil erosion or loss of topsoil.

¹² Prior to January 1, 1994, Alquist-Priolo Earthquake Fault Zones were known as "Special Studies Zones."

¹³ Quartech Consultants (QCI), Report of Geotechnical Engineering Investigation Proposed Holiday Inn Express Hotel, March 6, 2018.

¹⁴ Title 24 of the California Code of Regulations.

¹⁵ California Department of Conservation, Earthquake Zones of Required Investigation, El Monte Quadrangle, revised June 15, 2017, http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/EL_MONTE_EZRIM.pdf, accessed on July 28, 2017.

¹⁶ Department of Conservation, Seismic Hazard Zone Report for the El Monte 7.5-Minute Quadrangle, Los Angeles County, California, 1998.

c. Less than Significant Impact. Impacts related to liquefaction and landslides are discussed above in Section VI.a. Lateral spreading is related to liquefaction; occurring on mild slopes of 0.3 to 5% underlain by loose sands and a shallow water table. Lateral spreading can range from a few centimeters to a few meters, and can cause significant damage to buildings, bridges, pipelines, and other infrastructure. Lateral spreading often occurs along riverbanks and shorelines where loose, saturated sandy soils are commonly encountered at shallow depths. During lateral spreading, unsaturated overburden soil slides as intact blocks over a lower liquefied deposit. Surface displacements proceed down-slope or toward a steep free face, such as a stream bank, and may form fissures, scarps, and grabens. The topography within and surrounding the property is relatively flat and subsurface soils were previously graded. All structures in areas located within a liquefaction seismic hazard zone would be required to adhere to site specific requirements identified in response to the Seismic Hazards Act and Special Publication 117 which established engineering standards for design and construction to avoid damage from liquefaction and related hazards. Design-level geotechnical recommendations for the proposed project for addressing liquefaction potential would be required to be incorporated into project plans. Site specific requirements are incorporated into project plans that are reviewed by building officials prior to issuance of permits and improvements are inspected in the field prior to permit sign off to ensure that these requirements are implemented. For this reason, the potential for lateral spreading would be less than significant.

Seismically induced differential settlement may occur in loose to moderately dense, unsaturated granular soils and result in subsidence. Subsidence may also occur in areas of excessive overdraft during oil and groundwater production. According to the City's General Plan, the potential for subsidence-related ground fissures or cracking within the City is low.¹⁷ As described in response to Section VI.a above, the project would be constructed in accordance with the CBC, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. For these reasons, potential impacts to people or structures due to landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant.

d. Less than Significant Impact. Expansive soils refer to the potential to swell and shrink with repeated cycles of wetting and drying and is a common feature of fine-grained clayey soils. Surface sediments in the City consist of young alluvial-fan deposits composed of unconsolidated gravel, sand, and silt, and young wash deposits consisting of unconsolidated sand, silt, and gravel.¹⁸ The soils that underlie the proposed project site are Urban land-Pico-Metz complex.¹⁹ These soils are composed of discontinuous human-transported material over mixed alluvium derived from granite and/or sedimentary rock and do not contain clayey soils; therefore, the potential to find expansive soils on the project site is very low. As part of the application for a grading permit the City would require plans, specifications, and supporting data consisting of a soils engineering report and engineering geology report. Site specific requirements would be incorporated into these project plans that are reviewed by building officials prior to issuance of permits and improvements are inspected in the field prior to permit sign off to ensure that these requirements are implemented. For these reasons, the potential for expansive soils would be less than significant.

e. No Impact. The proposed project will be required to connect to the existing sanitary sewer system to accommodate waste water. No septic tanks will be used as part of the proposed project's operation. As a result, no impacts related to the use of septic tanks will result.

¹⁷ City of El Monte, General Plan, June 2011, page PHS-11.

¹⁸ City of El Monte, General Plan and Zoning Code Update Draft EIR, March 2011, page 5.4-15.

¹⁹ USDA, NRCS, Custom Soil Resource Report for Los Angeles County, Southeastern Part, California, July 28, 2017.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. Named for their role in trapping heat near the surface of the earth, greenhouse gases (GHG) emitted by human activity are implicated in global climate change effects. These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to incoming short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. The CEQA Guidelines defines the following as GHGs: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).

Fossil fuel use in the transportation sector (on-road motor vehicles, off-highway mobile sources and aircraft) is the single largest source of GHG emissions, accounting for half of all emissions globally. Energy use associated with industrial and commercial land uses contribute approximately one quarter of global GHG emissions.

State Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, established broad and wide-ranging mandatory provisions and dramatic GHG reduction targets within specified time frames, including a requirement that California's GHG emissions be reduced to 1990 levels by 2020. State Senate Bill (SB) 97 required the CEQA Guidelines be updated to include guidance for the evaluation of GHG emissions impacts.

Because the warming potential of the identified GHGs differ, GHG emissions are typically expressed in terms of carbon dioxide equivalents (CO₂e), providing a common expression for the combined volume and warming potential of the GHGs generated by a particular emitter. The total GHG emissions from individual sources are generally reported in metric tons (MT) and expressed as metric tons of carbon dioxide equivalents (MTCO₂e).

On December 5, 2008 the SCAQMD Governing Board adopted an Interim Quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 MTCO₂e /year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions, which recommended a threshold of 3,000 MTCO₂e for any land use projects. In the absence of an adopted numerical threshold of significance, this 3,000 MT/year recommendation has been used as a guideline for this analysis. As such,

projects that generate GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

The project's GHG emissions were estimated using CalEEMod.2016.3.2 emissions estimation model provided by SCAQMD. The CalEEMod output is provided in Appendix A.

Construction Emissions

During construction, use of heavy equipment, disposal of construction waste, and application of various construction materials (paint, asphalt, etc.) would result in the short-term generation of GHG emissions. The project's construction-related GHG emissions were modeled using CalEEMod. As summarized in the CalEEMod output provided in Appendix A, the estimated construction-related GHG emissions generated over the full duration of construction activities would be 141 MTCO₂e, which would be well within the 3,000 MT threshold, and therefore less than significant.

The SCAQMD GHG emissions analysis policy for construction activities also recommends amortization of emissions over a 30-year project lifetime to evaluate significance on an annual basis. Based on the total construction period emissions, the project's 30-year annual amortized GHG emissions would be approximately 4.7 MTCO₂e. This amortized amount is added to the operations annual emissions, evaluated below, to determine whether the project's annual GHG emissions would remain below a level of significance.

Operational Emissions

The proposed project would be an infill development that would involve the construction of a new hotel within a site previously used for restaurant and commercial uses. The proposed infill development's new structure would be required to be built to comply with efficiency regulations of the most current Green Building code and City requirements, and therefore would not involve the inefficient use of energy resources.

During operations, the majority of GHG emissions would result from mobile emissions (vehicle travel) as modeled using CalEEMod. As shown in **Table VII-1**, the project's operational GHG emissions are estimated to be approximately 823.1 MTCO₂e annually with the majority of these associated with mobile sources. Adding the amortized construction emissions of approximately 4.7 MTCO₂e, to the operational emissions, the project's annual GHG emissions total would be approximately 827.8 MTCO₂e, which is under the suggested threshold of 3,000 MTCO₂e per year and the impact is less than significant. As such, the project's GHG emissions impacts would be less than significant.

b. Less Than Significant Impact. In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide greenhouse gas emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions).

Title 24, Part 6 of the California Code of Regulations regulates the design of building shells and building components. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Energy Commission (CEC) adopted the 2016 Building Energy Efficiency Standards (2016 Building Standards), effective January 1, 2017.

Table VII-1
Greenhouse Gas Emissions - Operations

Generation Source	MTCO₂e/year ^(a)
Area Sources	< 0.1
Energy Utilization	176.5
Mobile Source	616.0
Solid Waste Generation	19.8
Water Consumption	10.8
Total Operational Emissions	823.1
Annual Construction ^(b)	4.7
Total Project GHG Emissions	827.8
Source: CalEEMod.2016.3.2 Output in Appendix A.	
^(a) Reported emissions are gross values that do not incorporate reductions from removal of existing uses. Actual project net increases would be lower.	
^(b) Construction emissions are averaged over a 30-year period.	

In addition, in 2008, the California Building Standards Commission adopted the nation's first green building standards, which have been periodically amended. California Green Building Standards Code (Part 11 of Title 24), referred to as CALGreen, establish voluntary and mandatory standards for construction projects that relate to sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The currently effective CALGreen is the 2016 standards.

The project would replace the existing commercial structure with a new hotel structure that would meet or exceed current building codes and mandatory CALGreen requirements for efficiency to address GHG emissions reduction goals. As the project proposes to redevelop an infill site with a hotel that meets current standards of efficiency, the project would not conflict with policies or regulations aimed at reducing greenhouse gas. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Less than Significant Impact. Construction of the proposed project would involve transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Chemical transport, storage, and use would comply with Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response; Compensation; and

Liability Act (CERCLA); California hazardous waste control law;²⁰ Occupational Safety and Health Administration (OSHA); Los Angeles County Fire Authority (OCFA); and the Los Angeles County Health Care Agency (OCHCA) requirements. Operation of the proposed project would involve storage and use of small amounts of commercially available janitorial and landscaping supplies. The use of these materials would be stored, handled, and disposed of in accordance with applicable regulations. These uses would not involve the routine transport, use, or disposal of quantities of hazardous materials that may create a significant hazard to the public or environment.

b. Less than Significant Impact with Mitigation. Since the existing commercial buildings on the project site may have been constructed prior to 1978, demolition of the building may require the removal of building material containing potentially hazardous substances including Asbestos Containing Material (ACM) or lead based paint (LBP). To ensure compliance with applicable regulatory requirements and the safe removal ACMs and/or LBPs, mitigation measures **HAZ-1** will be implemented to reduce potential impacts to less than significant.

Demolition of the existing structure and construction of the new hotel building would include the transport, storage, and use of additional chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Construction activities would comply with the relevant sections of the Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response; Compensation, and Liability Act (CERCLA); California Hazardous Waste Control Law; and with requirements of the Occupational Health and Safety Administration (OSHA); South Coast Air Quality Management District (SCAQMD); and the fire department.

Mitigation Measure HAZ-1: An Asbestos Containing Material (ACM) or lead based paint (LBP) based materials survey shall be conducted to determine the presence of hazardous materials within the existing building. A copy of the report shall be provided to the City of El Monte prior to issuance of a demolition permit. If ACMs or LBPs are detected, the applicant shall develop and submit to the City a performance abatement specification for the removal of ACMs or LBPs including the utilization of proper work practices to avoid exposure. All measures outlined in the specification must be implemented during demolition activities.

c. Less than Significant Impact. The Mountain View High School is located approximately 0.2 miles southeast of the proposed project site.²¹ During short-term construction activities for the proposed development, potentially hazardous materials such as fuels would be used on the site. However, because substantial federal, state and local regulations addressing the transport, use, storage and disposal of hazardous materials are in place, the potential for substantial effects to schools would be less than significant. Demolition of existing structures would be subject to applicable testing, abatement, and removal protocols for potential ACMs or LBPs as discussed above. Compliance with applicable hazardous materials regulations would reduce the likelihood of unsafe release of hazardous emissions to less than significant levels.

²⁰ Codified in California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control.

²¹ Google Earth, accessed August 11, 2017.

d. No Impact. The proposed project site is not listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.^{22, 23} No impacts are anticipated.

e. No Impact. The proposed project is located approximately two miles to the southeast of the San Gabriel Valley Airport (formerly El Monte Airport). The project site is not located within an area identified by the Airport Master Plan as a Runway Protection Zones or an area that would be in conflict with Airport operations.²⁴ For these reasons, the project would not expose people to safety hazards due to proximity to a public airport, and no impacts are anticipated.

f. No Impact. The proposed project is not located within the vicinity of a private airstrip. For this reason, the project would not expose people to safety hazards due to proximity with a private airstrip, and no impacts are anticipated.

g. No Impact. The project site is located along Valley Boulevard, which is considered an evacuation route within the City of El Monte.²⁵ The proposed project's construction and subsequent operational activities will be confined to the project site and will not obstruct access to the surrounding lots or otherwise hinder emergency evacuation within the surrounding properties. At no time will any of the surrounding streets be completely closed to traffic to accommodate construction equipment or activities. The addition of project generated traffic would not significantly impact the local street system²⁶ and would not impede the ability to evacuate in the event of a natural or man-made disaster. For these reasons, the project would not impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan.

h. No Impact. The California Department of Forestry and Fire Protection (CALFIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Local Responsibility Areas (LRA). The project site is located in a non-fire hazard designation.²⁷

The proposed project would include required fire suppression design features identified in the latest edition of the California Building Code (CBC) and is located in a developed area that is presently afforded fire protection and emergency medical services. For these reasons, no significant risk of loss, injury or death involving wildland fires is anticipated.

²² DTSC, <http://www.envirostor.dtsc.ca.gov/public/>. Accessed August 2, 2017.

²³ California Water Resources Control Board, <http://geotracker.waterboards.ca.gov/>. Accessed August 2, 2017.

²⁴ County of Los Angeles, El Monte Airport Master Plan Report, June 1995.

²⁵ City of El Monte, General Plan, June 2011, page PHS-4.

²⁶ Linscott, Law & Greenspan Engineers, *Traffic Impact Study, 12300 Valley Boulevard Hotel Project, City of El Monte, California*. March 23, 2018.

²⁷ Calfire website located at http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf, accessed August 11, 2017.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood plain structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

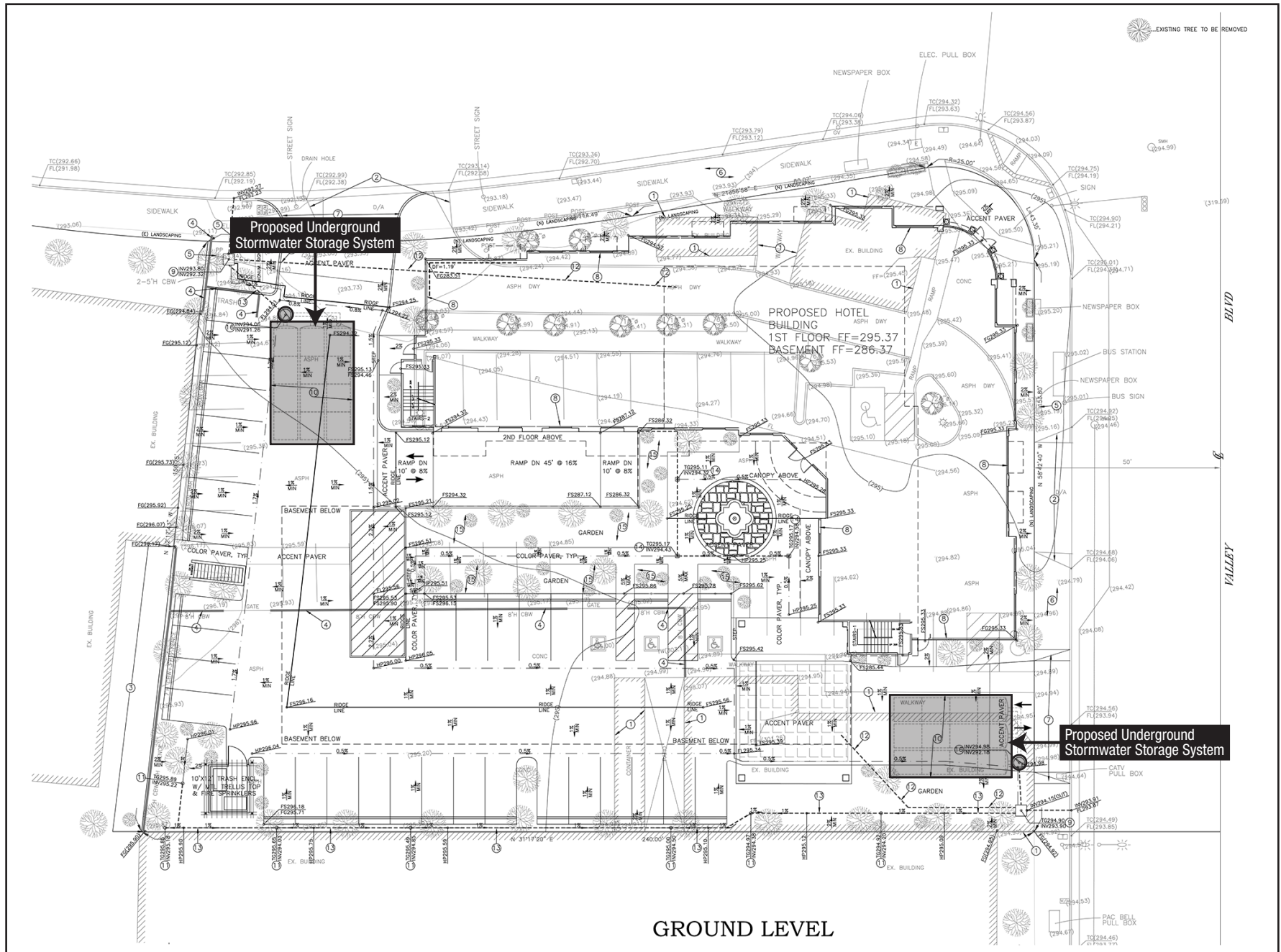
a. Less Than Significant Impact. The proposed project may result in water quality impacts during the short-term construction process. The grading and excavation required for project implementation would result in exposed soils that may be subject to wind and water erosion. Since the project impact area would be less than one acre, the proposed project would not be subject to the requirements of the Construction General Permit under the NPDES program administered by the State Water Resources Control Board. However, construction of the proposed project would be required to comply with water quality control measures of the City's Municipal Code including specifically Chapter 13.20 – Stormwater and Urban Runoff Pollution Control.²⁸ This chapter includes requirements for the implementation Best Management Practices (BMP) to minimize the potential for water quality impacts during construction. Upon adherence to these existing requirements, short term impacts to water quality standards and waste discharge requirements would be less than significant. For these reasons, potential violations of water quality standards or waste discharge requirements would be less than significant during project construction.

The proposed project would not substantially affect hydrology or water quality in the project area upon completion of construction. Development of the project site would not substantially alter the amount of impervious area as compared to existing conditions. Adherence to the water quality control measures included in the City's Municipal Code will reduce any potential effects associated with operation of the proposed project to less than significant. The project proposes to install an underground stormwater runoff storage system with a drain inlet filter system. **Figure IX-1, Proposed Stormwater Management**, shows the locations of these features within the project site. Details regarding the required capacity and adequacy of these features are provided below in the Section IX c. d. discussion. For these reasons, potential violations of water quality standards or waste discharge requirements would be less than significant during project operation.

b. Less Than Significant Impact. Based on well data provided by the County of Los Angeles, nearby water wells in the project vicinity reported depths to groundwater of 84 feet at approximately 0.25 mile northwest of the project site in 2015, and 119 feet at approximately 0.35 mile southeast of the project site in 2013.²⁹ Grading and excavation activities are not anticipated to encounter groundwater supplies that would require removal to complete construction. The proposed project would obtain water supplies for operations by connecting to the City's utility lines and is not anticipated to significantly deplete groundwater supplies through the consumption of the water (water consumption effects are analyzed in Section 3.17.2.D). Implementation of the proposed project would not increase the amount of impervious surface in the City and therefore would not interfere with recharge. In addition, the project site is not within an area designated as a recharge basin or spreading ground. Therefore, impacts to groundwater supply and recharge would be less than significant.

²⁸ City of El Monte Municipal Code, <https://library.municode.com/>, accessed August 14, 2017.

²⁹ Los Angeles County Department of Public Works, Historical Well Measurement Data, <http://dpw.lacounty.gov/general/wells/#>, accessed May 3, 2018.



Source: Calland Engineering, Inc., dba Quartech Consultants, Apr. 5, 2018.

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Proposed Stormwater Management

c. d. Less Than Significant Impact. A Preliminary Hydrology Study/LID Report³⁰ was prepared for the project site and is provided in **Appendix D** of this document. The existing project site is relatively flat. Existing drainage is from the southwest to northeast via sheet flow and to street. The project site currently consists of on-site commercial buildings with pavement. The existing site is approximately 93% impervious. There is some potential for stormwater drainage onto the site from the roofs of the adjacent commercial buildings. The project would convey runoff from impervious surfaces to a proposed filtered inlet leading to an underground stormwater storage system to detain flows onsite. In conformance with the County of Los Angeles Low Impact Development requirements, the project's stormwater management features have been designed to retain 100 percent of the Stormwater Quality Design Volume (SWQDv) for the site, which would be 2,422 cubic feet based on the 85th percentile, 24-hour rain event as determined from the Los Angeles County 85th percentile precipitation map.³¹ The project's stormwater management features would be subject to review and approval as part of the City's standard project review procedures for compliance with relevant regulations. As the project would retain stormwater runoff onsite in compliance with LID requirements, potential impacts associated with changes in the existing drainage pattern of the area that could result in substantial erosion, siltation, or flooding impacts would be less than significant.

e. Less Than Significant Impact. Runoff from the project site currently discharges to storm drains in surrounding streets, which are designed to accommodate existing runoff volumes. The project would not substantially increase imperviousness on the site, which is currently estimated to be 93 percent. The project would capture and convey onsite runoff from impervious surfaces to proposed onsite stormwater management features, including a drain inlet filtration system and underground stormwater storage tanks as described above. The project's stormwater management features have been designed to retain 100 percent of the SWQDv pursuant to requirements of the Los Angeles County LID Standards Manual. Therefore, the project would not contribute runoff volumes that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. For these reasons, the project's potential impacts associated with the existing capacity of drainage facilities or contribution of substantial polluted runoff would be less than significant.

f. Less Than Significant Impact. As discussed above, the project site is a developed site in an existing urban area that is served by a developed stormwater drainage system located in the surrounding streets. Adherence to Municipal Code regulations, and implementation of BMPs will minimize the potential for water quality impacts during construction. Upon adherence to these existing requirements, short term impacts to water quality standards and waste discharge requirements would be less than significant.

g. No Impact. The project site is in Federal Emergency Management Area (FEMA) Flood Insurance Rate Map (FIRM) Zone X, which is outside the 100-year flood zone (Panel 06037C1670F).³² The FIRM Zone X containing the project site is described as "Areas determined to be outside 0.2% annual chance flood." No impacts are anticipated.

³⁰ Cal Land Engineering, Inc. dba Quartech Consultants, Preliminary Hydrology Study/LID Report for 12314 Valley Blvd. El Monte, CA 91732, April 18, 2018.

³¹ Cal Land Engineering, Inc. dba Quartech Consultants, Preliminary Hydrology Study/LID Report for 12314 Valley Blvd. El Monte, CA 91732, April 18, 2018.

³² FEMA Flood Insurance Rate Map Flood Map Service Center. Internet URL: <https://msc.fema.gov/portal>. Accessed in August 14, 2017.

h. No Impact. The project site is in Federal Emergency Management Area (FEMA) Flood Insurance Rate Map (FIRM) Zone X, which is outside the 100-year flood zone (Panel 06037C1670F).³³ The FIRM Zone X containing the project site is described as “Areas determined to be outside 0.2% annual chance flood.” No impacts are anticipated.

i. Less Than Significant Impact. The project site is not located within an area designated by the City or by FEMA as presenting substantial flooding risks associated with a 100- or 500-year flooding event. According to the City’s General Plan, the project site is located within the Santa Fe Dam Inundation Area, where water depth would increase 0.25 feet by 1.5 hours after a dam failure.³⁴ Santa Fe Dam is used for flood control and for spreading water for groundwater recharge; the dam does not normally impound a reservoir.³⁵ Therefore, the likelihood that enough water would be impounded by the dam at the time of an earthquake to pose a substantial risk of flooding in El Monte due to dam failure is very low, and impacts associated with dam failure are less than significant.

j. No Impact. A seiche is an oscillating wave in a closed or partially closed water body such as a river, lake, reservoir, pond, and other large inland water body caused by wind, tidal forces, earthquakes, landslides and other phenomena. Tsunamis are long wave-length, earthquake-generated ocean waves. Mudflows are fast-moving landslides composed of mud and debris, typically caused by heavy rainfall or melting snow on steep hillsides.

The project site is located over twenty miles inland of the Pacific Ocean. According to the California Emergency Management Agency, this location is not within a Tsunami Inundation Area for Emergency Planning.³⁶ The confluence of San Gabriel River and Walnut Creek is located approximately 0.3 miles west of the project site. Because there are no existing large water storage reservoirs or other inland water bodies in the vicinity of the proposed project site, hazards from a seiche are considered negligible. The project site and surrounding are relatively flat, therefore, the potential for seismically-induced landslides or mud debris flows within or near the project site is considered negligible. For these reasons, no impacts from inundation by a seiche, tsunami, or mudflow are anticipated.

³³ FEMA Flood Insurance Rate Map Flood Map Service Center. Internet URL: <https://msc.fema.gov/portal>. Accessed in August 14, 2017.

³⁴ City of El Monte, General Plan, June 2011, page PHS-14 – PHS-15.

³⁵ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.7-5.

³⁶ California Department of Conservation, Tsunami Inundation Map for Emergency Planning, Internet URL: http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/LosAngeles. Accessed on August 14, 2017.

		<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> Potentially Significant Impact </div> <div style="text-align: center;"> Less Than Significant with Mitigation Incorporated </div> <div style="text-align: center;"> Less Than Significant Impact </div> <div style="text-align: center;"> No Impact </div> </div>			
X.	LAND USE AND PLANNING. Would the project:				
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. No Impact. The project site is currently developed with commercial uses. Land uses adjacent to the project site are predominately a mix of commercial and retail land uses. The proposed project will include a hotel use. This use will be compatible with the existing adjacent uses and will not physically divide the existing community. The nearest residential neighborhood is more than 500 feet to the west and is separated from the site by Durfee Avenue. No impact is expected.

b. Less Than Significant Impact. The proposed project is not subject to an adopted specific plan and the project site is located inland and is not located within a designated Coastal Zone. The project site has a General Plan Land Use Map designation of Regional Commercial and a zoning designation of C-3 (General Commercial). Regional Commercial areas are intended to provide for large-scale commercial uses that serve an area larger than the City and that are located in areas that benefit from strategic access to the I-10 and I-605 freeways or major arterials.³⁷ The uses allowed under the Regional Commercial and the C-3 zoning designations would allow the planned site modifications under the proposed project. The Regional Commercial designation allows for a range of retail and service commercial uses and professional offices. The C-3 zone permits hotel uses with a Conditional Use Permit subject to provisions contained in Section 17.24.040 of the City's Zoning Code, subject to applicable standards for height, setback, lot coverage, FAR, landscaping, parking, etc. The proposed project would require Design Review approval and a Conditional Use Permit. With these approvals, the proposed project would not conflict with any applicable land use plan adopted for the purpose of mitigating or avoiding a physical environmental impact. No significant impacts would occur as a result of the proposed project.

c. No Impact. The project site is located in an urban area and no habitat conservation plan or natural community conservation plan applies to the project site. No impact will occur.

³⁷ City of El Monte, General Plan, June 2011, page LU-7

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. No Impact. The project site is in a developed, urban area and is not located within an area identified as an important mineral resource area. There would be no impacts as a result of the proposed project.

b. No Impact. The project is not located within a locally important mineral resource recovery site. There would be no impacts as a result of the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

Background

The decibel (dB) scale is used to quantify sound pressure levels. Although decibels are most commonly associated with sound, "dB" is a generic descriptor that is equal to ten times the logarithmic ratio of any physical parameter versus some reference quantity. Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted. The limits of perceptibility by ambient-grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Humans generally do not perceive that ambient noise levels have clearly changed until there is a 3 dB difference.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally,

because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

CNEL-based standards are generally applied to transportation-related sources because local jurisdictions are pre-empted from exercising direct noise control over vehicles on public streets, aircraft, trains, etc. The City of El Monte therefore regulates the noise exposure of the receiving property through land use controls.

For “stationary” noise sources, or noise sources emanating from private property, such as a parking structure, the City does have legal authority to establish noise performance standards designed to not adversely impact adjoining uses. These standards are typically articulated in the jurisdictional Municipal Code. These standards recognize the varying noise sensitivity of both transmitting and receiving land uses. The property line noise performance standards are normally structured according to land use and time-of-day.

Noise Compatibility Guidelines

Community noise exposures are recommended as normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable for various classes of land use sensitivity. The City of El Monte guidelines consider an exterior noise exposure of less than 60 dB CNEL as “normally acceptable” for transient lodging and hotel uses such as the proposed project, as well as for residential and school uses, such as adjacent and nearby uses in the project vicinity. Noise levels up to 70 dB CNEL are considered “conditionally acceptable” for these land uses, and may be permitted if noise mitigation is included in the design. Exterior CNEL-based standards apply to usable outdoor recreational space at backyards, patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. Since normal noise attenuation within commercial structures with closed dual paned windows is 30 dB, an exterior noise exposure of 75 dB CNEL allows the interior standard to be met without any specialized structural attenuation other than windows that can be closed and fresh air supply systems or air conditioning to sufficiently maintain a comfortable living environment.

Noise Standards

For noise generated on one property affecting an adjacent use, the City of El Monte limits the amount of noise crossing the boundary between the two uses. For regulated on-site sources of noise generation, the El Monte noise ordinance prescribes limits that are considered an acceptable exposure for sensitive uses in proximity to regulated noise sources. The L_{50} metric used in the El Monte noise ordinance is the level exceeded 50 percent of the measurement period of thirty minutes in an hour. One-half of all readings may exceed this average standard with larger excursions from the average allowed for progressively shorter periods. The larger the deviation, the shorter the allowed duration up to a never-to-exceed 20 dB increase above the 50th percentile standard. Nighttime noise levels limits are reduced by 5 dB to reflect the increased sensitivity to noise occurring during that time period.

The City of El Monte Municipal Code Section 8.36.040 provides exterior noise standards for various land uses. The City’s L_{50} noise standard for commercial land uses is 65 dB during the day (7 a.m. to 10 p.m.), and

60 dB at night (10 p.m. to 7 a.m.). For single-family residential uses, the City's L_{50} noise standard is 50 dB during the day and 45 dB at night. These noise standards are shown in **Table XII-1**. For noises that occur for less than fifteen minutes within a given hour, the City standards allow an additional 5 dB, as well as an additional 10 dB and 15 dB for noises that occur for less than five minutes or less than one minute within an hour, respectively. The Ordinance also restricts hours of construction to hours of lesser noise sensitivity with heavy equipment to operate only from 6 a.m. to 7 p.m. during the week and on 8 a.m. to 7 p.m. on Saturdays and Sundays. Construction is not permitted on Federal Holidays.

Table XII-1
El Monte Noise Ordinance Limits (Exterior Noise Level not to be Exceeded)

Zone	Day 7:00 a.m. to 10:00 p.m.	Night 10:00 p.m. to 7:00 a.m.
Single-family	50 dBA	45 dBA
Multifamily	55 dBA	50 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA
Source: El Monte Municipal Code Section 8.36.040.		

Existing Noise Environment

Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in the City. Other major transportation sources in the City include, a major rail line operated by the Union Pacific Railroad (UPRR), Interstate 10 (I-10), I-605, State Route 60 (SR-60), and the El Monte Airport. Noise levels along Valley Boulevard and Durfee Avenue are shown below in **Table XII-2**. Noise contours shown in Table XII-2 are the distances from the roadway centerline to a predicted noise level generated by existing traffic volumes on that roadway. As discussed below, there are no sensitive receptors within close proximity to the project site.

Table XII-2
Existing Traffic Noise Levels (dBA CNEL)

Segment	Existing Year				
	ADT Volumes	CNEL (dBA @ 50 ft)	Distance to CNEL Contour (Feet from Centerline)		
			65 (dBA CNEL)	70 (dBA CNEL)	75 (dBA CNEL)
Valley Blvd. (east of Durfee Ave.)	41,200	75.5	540	251	116
Durfee Ave. (north of Valley Blvd.)	10,300	69.5	214	100	46
Source: City of El Monte, General Plan EIR, March 2011, page 5.9-16 through 5.9-17.					

Sensitive Land Uses

The closest residential uses to the project site are located approximately 500 feet (150 meters) to the west, and residences located approximately 550 feet (166 meters) to the south and southeast. In addition to the distance, these uses are separated from the project site by intervening commercial and warehouse buildings.

a. Less Than Significant. The following analysis evaluates the potential for the proposed project to exceed established noise standards during construction and operations.

Construction Noise

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases, with the loudest impacts generally associated with use of earth-moving equipment during demolition and grading phases. Construction equipment typically used following completion of initial demolition and earth-moving activities, including building construction and paving phases is generally less noisy.

Table XII-3 shows the typical range of construction activity noise generation as a function of equipment used in various building phases. The project would not require use of pile drivers or similar heavy impact equipment. Earth-moving equipment shown in Table XII-3 would be the noisiest equipment type used on-site, with noise ranging up to about 90 dB(A) at 50 feet from the source. Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about 6 dB in 100 feet of propagation. The impact radius pre-supposes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. With buildings and other barriers to interrupt line-of-sight conditions, the potential “noise envelope” around individual construction sites is reduced. Construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions.

Construction noise could be as high as 85 dB during demolition and grading at the project boundary, however, with attenuation, the loudest project-related noise levels at the nearest residential uses would be approximately 60 dB or less. Also with buildings and other barriers to interrupt line-of-sight conditions, the construction noise from the proposed project will be further reduced.

Exterior to interior noise attenuation provided by standard residential construction materials is between 25-30 dB. Due to the distance between the project site and nearest residential uses, the project’s noisiest construction activity would result in interior noise levels of approximately 35 dB or less, which would not be considered intrusive. Therefore, the project’s construction noise impacts at the nearest sensitive uses would not be significant.

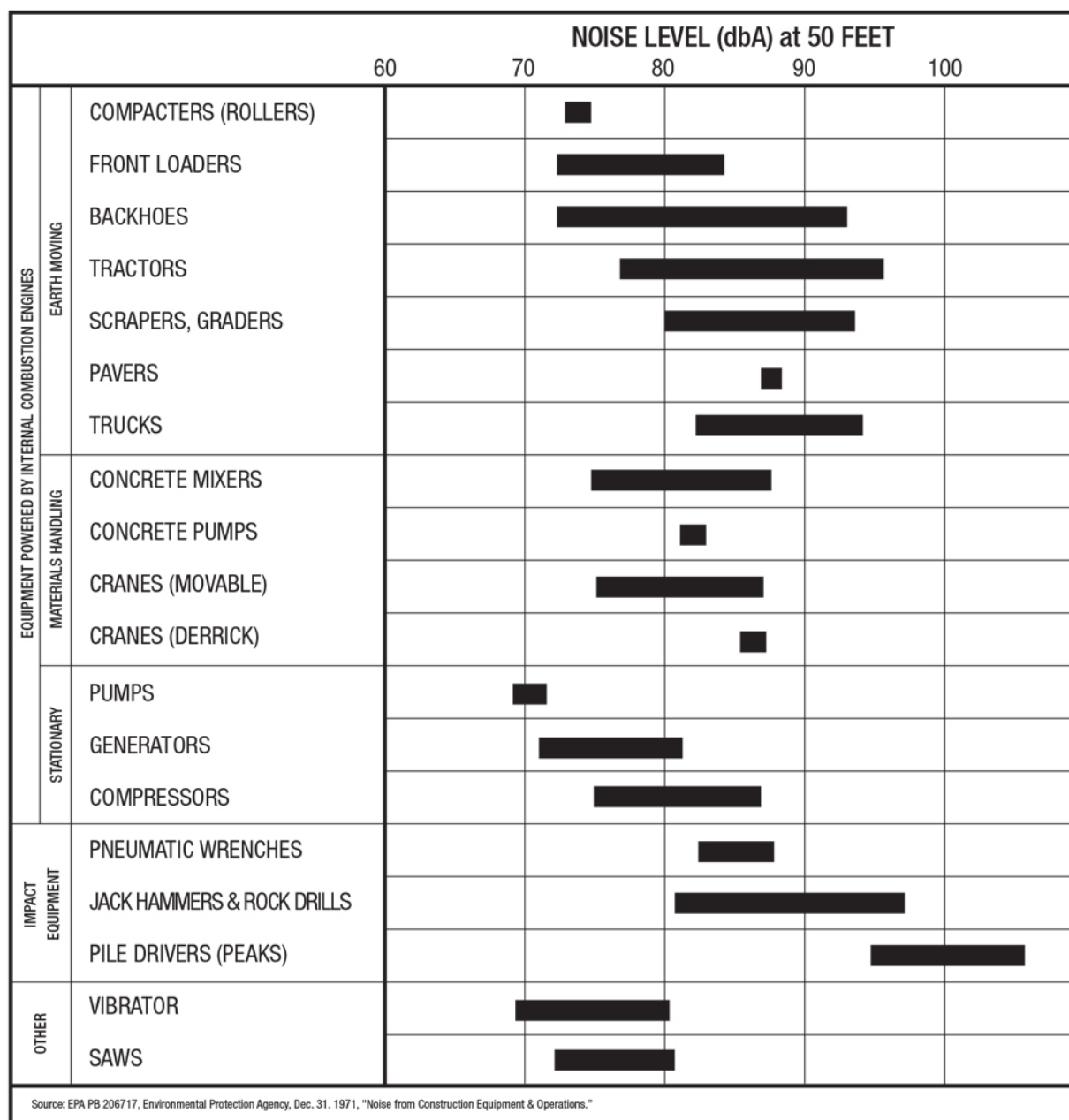
As discussed in the City’s General Plan Environmental Impact Report (EIR), construction of individual developments associated with buildout of the El Monte General Plan would temporarily increase the ambient noise environment. The General Plan EIR determined that based on local noise criteria as established in the City of El Monte Municipal Code, construction noise associated with buildout of the General Plan would be considered significant if construction activities:

- Occurred outside of the daytime hours described above (6:00 AM and 7:00 PM weekdays and 8:00 AM to 7:00 PM weekends, excluding federal holidays) as specified by the City of El Monte Municipal Code Section 5.29-09; or
- Result in substantially elevating the ambient noise environment at noise-sensitive uses for a substantial period of time.

The proposed project construction activities would be restricted to daytime construction hours specified by Municipal Code and as discussed above, project’s construction noise impacts at the nearest sensitive uses

would not be significant. Therefore, no significant impacts associated with construction noise are expected.

Table XII-3
Noise Level



Operations Impacts

The project's net increase in vehicle trips would contribute to the ambient traffic noise environment in the project vicinity. However, for this noise to be perceptible, traffic levels would have to at least double. The

proposed project would generate a net increase of 521 daily trip ends (approximately 261 inbound trips and 260 outbound trips) during a typical weekday. This increase in traffic would be minor and therefore, permanent roadway noise impacts would be less than significant.

The project could generate noise from onsite sources such as air conditioning units, parking garage noises, and trash collection. The City's Municipal Code 8.36.040 - Ambient noise standards states that "It is unlawful for any person to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels for a cumulation period of fifteen (15) minutes in any hour." The project's air conditioning units would be roof mounted behind parapets placed to provide noise shielding. The project would be required to comply with the City's Municipal Code 8.36.050B restricting excessive noise transmission beyond property boundaries. A 6-foot high concrete wall would be provided along the southern and eastern boundaries to reduce potential noise impacts associated with the proposed surface parking area. In addition to the perimeter walls that would provide shielding for off-site residences from onsite noises, vehicle noises within the underground garage area (car doors closing, etc.) would have a limited opening (ramp entrance) to the exterior where such noises could be emitted. Trash bin collection activities could generate noises of a very short duration, and during daytime hours, on days that such pick up would occur. The project's proposed kitchen area would be located centrally within the hotel structure, which would prevent excessive kitchen noises from affecting sensitive off-site receptors. As evaluated above, due to the distance between the project site and nearest residential uses, the project's noisiest construction activity would not be considered intrusive. Therefore, the project's operation noise impacts at the nearest sensitive uses would be less than significant.

On-Site Noise Standards

Valley Boulevard and Durfee Avenue border the project site on the northern and western perimeters, respectively. The traffic noise along Valley Boulevard is 75.5 dB CNEL. However, the closest project façade is approximately 60 feet from the Valley Boulevard centerline such that the residual noise level at the closest project façade would be 74.5 dB CNEL. The traffic noise along Durfee Avenue is 69.5 dB CNEL at 50 feet from centerline.

The interior residential noise standard is 45 dB CNEL. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior to interior noise level reduction is as follows:

Partly open windows – 12 dB
Closed single-paned windows – 20 dB
Closed dual-paned windows – 30 dB

Use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new construction. Habitable sensitive use interior space will be adequately noise protected to achieve 45 dB interior noise levels with only the ability to close windows. Where window closure is needed for policy compliance, supplemental fresh air ventilation will be provided at rates specified in the California Building Code.

Recreational uses at the project site would be considered common space. These common areas are located indoors. The indoor gym would be considered common space and would be far below the 70 dB CNEL recreational noise threshold due to attenuation afforded by the intervening building, perimeter wall, or exterior to interior noise attenuation at residences to the south. As discussed above regarding project-related traffic noise, the project would not substantially increase roadway noises and therefore would not substantially exacerbate an existing condition of roadway noise levels at the site, and the project's

potential to generate noise impacts affecting future guests of the proposed hotel facility would be less than significant.

b. Less Than Significant. Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

65 VdB	threshold of human perception
72 VdB	annoyance due to frequent events
80 VdB	annoyance due to infrequent events
100 VdB	minor cosmetic damage

To determine potential impacts of the project’s construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented below in **Table XII-4**:

Table XII-4
Approximate Vibration Levels (VdB)*

Equipment	25 ft	50 ft	100 ft	150 ft
Large Bulldozer	87	78	69	64
Loaded Truck	86	77	68	63
Jackhammer	79	70	61	56
* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 1995)				

As shown in **Table XII-4**, the vibration level of construction equipment potentially used for the proposed project would be below the threshold of human perception at a distance of 150 feet. As the nearest residential uses are approximately 500 feet away from the project site, construction activities would not generate groundborne vibrations that cause human annoyance at the nearest residences. Therefore, the project’s potential to generate temporary construction groundborne vibration or noise impacts would be less than significant.

c. Less Than Significant. As discussed in XII a., the proposed project would generate operational noise due to increased vehicle trips. However, these traffic noise increases are much less than 3 dB and therefore would not be noticeable. Impacts due to permanent increase in ambient noise levels would be less than significant.

d. Less Than Significant. As discussed in XII a., there are no nearby noise sensitive receptors, and no significant temporary impacts associated with construction noise are expected. Temporary noise impacts from construction activities would be less than significant.

e. No Impact. The proposed project is located approximately two miles to the southeast of the San Gabriel Valley Airport (El Monte Airport), however, the project site is not located within an area identified by the Airport Master Plan.³⁸ The project site does not fall within the airport's 65 dBA noise contour.³⁹ Therefore, implementation of the proposed project has no potential to expose people residing or working in the project area to excessive noise levels associated with airport operations.

f. No Impact. The proposed project is not located within the vicinity of a private airstrip. Therefore, no potential exists to expose people residing or working in the project area to excessive noise levels and no impacts are anticipated.

³⁸ County of Los Angeles, El Monte Airport Master Plan Report, June 1995.

³⁹ City of El Monte, General Plan, June 2011, pages PHS-38 and PHS-41.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. The proposed project involves construction of a hotel. This type of land use is consistent with the land use designation for the site with the approval of a CUP (See Section 10 of this document). Therefore, the proposed project is consistent with the growth anticipated and accommodated by the City's General Plan. The project is located in a developed urban area with an established roadway network and in-place infrastructure. Thus, development of the proposed project would not require extending or improving infrastructure in a manner that would facilitate off-site growth. The proposed project will generate employment opportunities for only a small number of employees (approximately 40-50 employees total, or 13-16 employees per shift), which could potentially include persons currently residing within the City, and would not substantially increase the population of the City or the need for local housing. Therefore, the proposed project would not induce substantial population growth, and potential impacts would be less than significant.

b. No Impact. The project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any residents or housing, and would have no related impacts.

c. No Impact. No persons currently reside on the project site and the project site does not contain any existing dwelling units. Therefore, the proposed project would not displace any people, and would have no related impacts.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. The Los Angeles County Fire Department (LACoFD) provides fire protection services in the City of El Monte. The City is located within the service boundaries of Battalion 10.⁴⁰ The nearest LACoFD fire station to the project site is Station No. 168 located at 3207 Cogswell Road in the City of El Monte,⁴¹ approximately 0.6 road miles from the project site. The emergency response time from this station is expected to be within the five minute standard described in the General Plan EIR.⁴² The project's implementation would change the specific fire protection requirements for the project site, however, the project itself is not large enough to require the development of additional Fire Department facilities or alter acceptable service ratios.

Development of the project site would comply with all applicable City, state, and federal codes and ordinances related to fire safety, and architectural plans would be reviewed and approved by LACoFD prior to project implementation. Further, the proposed project is required to incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles. LACoFD has confirmed that they have adequate resources, including equipment, to provide fire protection services for a four-story hotel in this portion of the City of El Monte.⁴³ For these reasons, the proposed project would not require new or expanded fire protection facilities, and potential impacts would be less than significant. For these reasons, the project's potential to require the construction of new

⁴⁰ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.11-1.

⁴¹ County of Los Angeles Fire Department, Search Results > Fire Stations > El Monte, webpage accessed at <https://locator.lacounty.gov/fire/Search?find=Fire+Stations&near=El+Monte&cat=86&tag=&loc=&lat=34.07517855700007&lon=-118.02887700599996> on June 1, 2018.

⁴² City of El Monte, General Plan, June 2011, page PHS-13.

⁴³ LACoFD, Captain Barajas (Station 168), telephone communication with Envicom Corporation, February 28, 2018.

or expanded fire protection facilities that could result in significant environmental impacts would be less than significant.

b. Less Than Significant Impact. Police protection services are provided by the El Monte Police Department, which according to the General Plan EIR maintains 127 sworn police officers, 46 civilian personnel and four K-9 units.⁴⁴ The Police Department will review the project's security plan which would include security cameras, lighting, alarms, etc. Access to the project site is provided on Valley Boulevard or Durfee Avenue. The proposed project will increase the amount of commercial square footage on the project site and could increase the demand on the Police Department, however, the project itself is not large enough to require the construction of new or expanded law enforcement facilities. For these reasons, the project's potential to require the construction of new or expanded police protection facilities that could result in significant environmental impacts would be less than significant.

c. Less Than Significant Impact. The proposed project is a hotel development, and would not directly result in an increased demand for school capacity. The project would provide employment opportunities for a small number of employees (approximately 40-50 employees total), which may include persons currently residing within the City. As such, the project would not be anticipated to require the construction of new school facilities that could result in significant environmental impacts. The project will be required to pay school impact fees, which are considered as comprising full mitigation for a project's impacts on public schools, therefore, impacts are considered less than significant.

d. Less Than Significant Impact. The proposed project is a hotel development, and would not directly result in an increased demand for parks usage. The project will increase the amount of employment on the project site (approximately 40-50 employees total, or 13-16 employees per shift), which may result in a small increase in area residents. Due to the size of the project, the increased employment provided by the project would not be substantial enough to result in a significant indirect impact on parks, therefore, impacts are considered less than significant.

e. Less Than Significant Impact. The proposed project will likely increase the amount of employment on the project site, however, due to the size of the project this amount will not be substantial enough to result in a significant impact on public facilities, therefore, impacts are considered less than significant.

⁴⁴ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.11-1.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact. The proposed project is a hotel development, and would not directly result in an increased demand for parks usage. The project would provide onsite gym facilities for use by hotel guests. The project will likely increase the amount of employment on the project site, which may result in associated increase in area residents. There are no parks adjacent to the proposed project that would be physically impacted by the project. Due to the size of the project this amount will not be substantial enough to result in a significant indirect impact on parks, therefore, impacts are considered less than significant.

b. No Impact. The proposed project does not include any public recreation facilities and it does not require the construction of additional recreational facilities or capacity, therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/CIRCULATION. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

A Traffic Impact Analysis⁴⁵ was prepared by Linscott, Law & Greenspan, Engineers and this report in its entirety is provided under **Appendix E**. The following summarizes the traffic study results and conclusions.

a. Less Than Significant Impact With Mitigation. The proposed project site is located at the southeastern corner of Valley Boulevard and Durfee Avenue. Under existing conditions, the project site has driveway access to and from Valley Boulevard and Durfee Avenue. The existing driveway access

⁴⁵ Linscott, Law & Greenspan, Engineers, Traffic Impact Study 12300 Valley Boulevard Hotel Project City of El Monte, California, May 1, 2018.

points would be improved and slightly relocated as part of the proposed project. Regional access to the I-605 Freeway is via Valley Boulevard and the I-10 Freeway is via Durfee Avenue.

Traffic Study Area

The project's Traffic Impact Study evaluated the potential effects of the project at seven intersections, depicted in **Figure XVI-1, Traffic Study Area** comprised of:

- Intersection #1 Peck Rd at Garvey Ave
- Intersection #2 Valley Blvd at Garvey Ave
- Intersection #3 Durfee Ave at I-10 Ramps – Garvey Ave
- Intersection #4 Durfee Ave at Valley Blvd
- Intersection #5 Durfee Ave at Magnolia St
- Intersection #6 I-605 Southbound Off-Ramp at Valley Boulevard (Stop-Controlled Intersection)
- Intersection #7 I-605 Northbound Off-Ramp at Temple Avenue - Valley Boulevard (County of Los Angeles)

All but one of the seven study intersections selected for analysis are presently controlled by a traffic signal.

City of El Monte / County of Los Angeles Impact Criteria

The significance of the potential impacts of project generated traffic at the seven study intersections were identified using the traffic impact criteria set forth in County of Los Angeles' *Traffic Impact Analysis Report Guidelines*, January 1, 1997.

Table XVI-1
City of El Monte / County of Los Angeles Intersection Impact Threshold Criteria

Pre-Project v/c	Level of Service	Project Related Increase in v/c
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

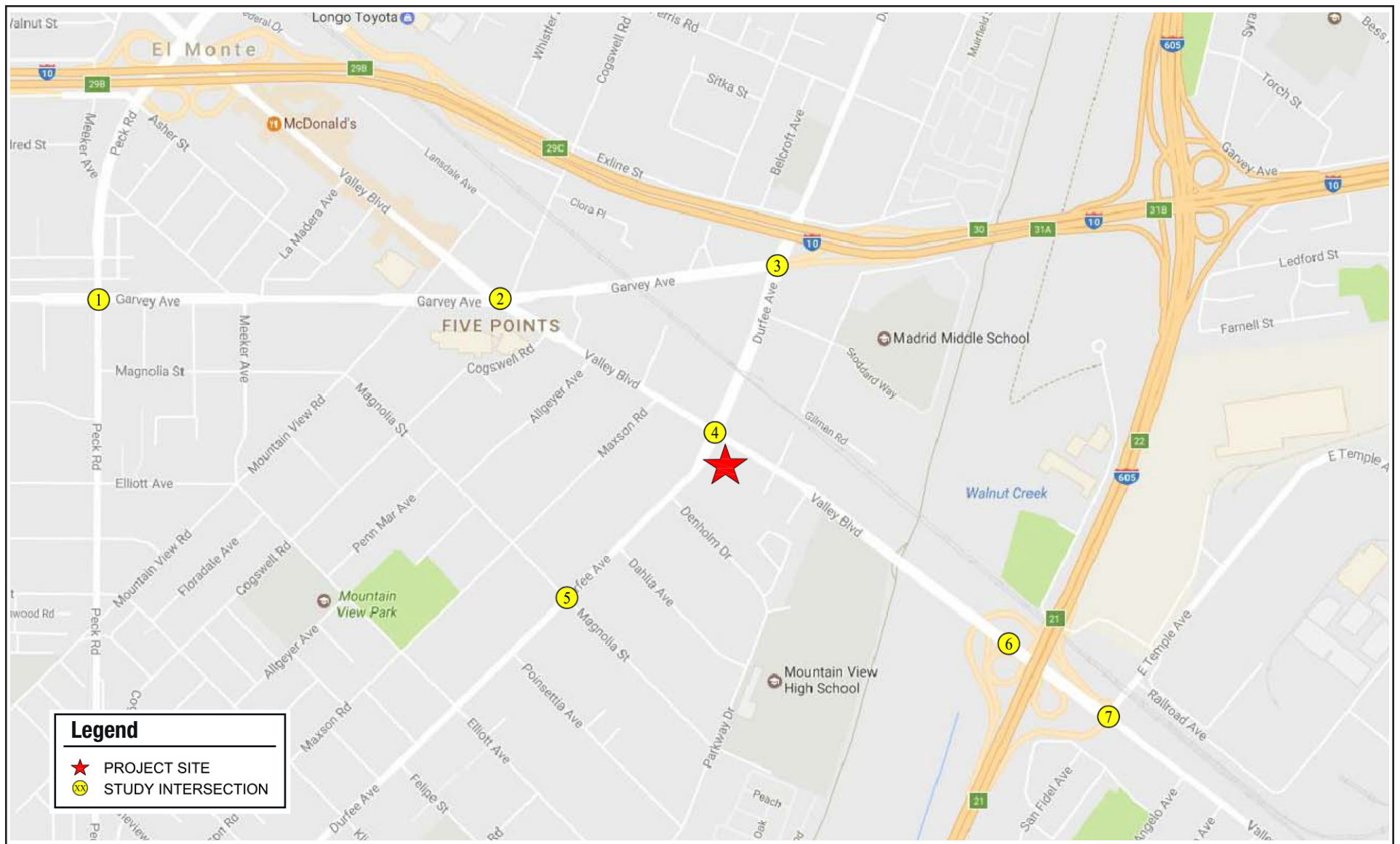
The County's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above in Table XVI-1.

The City of El Monte does not have established thresholds of significance for unsignalized intersections. However, based on coordination with City of El Monte staff, the following threshold of significance has been employed in the City's General Plan Traffic Impact Study and other traffic studies in the City of El Monte:

- A significant impact occurs when a proposed project increases traffic delay at an unsignalized study intersection by two percent or more of capacity ($V/C / 0.02$), causing or worsening LOS E (control delay > 35 seconds) for those intersections.

Traffic Impact Analysis

The traffic impact analysis prepared for the seven study intersections using the ICU and HCM methodologies and application of the City of El Monte and County of Los Angeles significant traffic impact criteria is summarized in Table XVI-1.



Source: Linscott, Law & Greenspan, Engineers, Jul. 11, 2017.

WINGATE HOTEL PROJECT (12300 VALLEY BLVD.)

Traffic Study Area

Existing Conditions Without Project (Including trip generation for the existing development.)

As indicated in **Table XVI-2**, three of the seven study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following intersections are currently operating at LOS E or worse during the AM and/or PM peak hours under existing conditions:

- Int. # 1: Peck Road / Garvey Avenue
- Int. # 4: Durfee Avenue / Valley Boulevard
- Int. # 6: I-605 Southbound Off-Ramp / Valley Boulevard
- Int. # 7: I-605 Northbound Off-Ramp – Temple Avenue / Valley Boulevard

Existing Conditions With Project

The project's Traffic Impact Study⁴⁶ conservatively evaluated potential traffic impacts of the hotel project for a total of 80 rooms, rather than the proposed 72-room project. As such, actual project trip generation (and potential impacts) for the proposed 72-room hotel would be somewhat less than reported in the Traffic Impact Study and the following evaluation.

As shown in Table XVI-2, the project would conservatively be projected to generate 552 net new daily vehicle trips over existing conditions. The proposed project is expected to generate 35 net new vehicle trips (20 inbound trips and 15 outbound trips) during the AM peak hour, and 36 net new vehicle trips (18 inbound trips and 18 outbound trips) during the PM peak hour.

The “net” increase in trips refers to the projected trips attributed to the proposed project, minus the projected trips attributable to the existing uses that would be removed from the site, based on trip generation rates provided by Institute of Transportation Engineers' (ITE) Trip Generation manual, 10th Edition (2017).⁴⁷

Table XVI-2
Project Trip Generation

Land Use	Size	Daily Trip Ends Volumes	AM Peak Hour Volumes			PM Peak Hour Volumes		
			In	Out	Total	In	Out	Total
Proposed Project (Hotel)	80 Rooms ^(a)	669	22	16	38	24	24	48
Existing Uses (Commercial)	(3,108) gsf ^(b)	(117)	(2)	(1)	(3)	(6)	(6)	(12)
Net Trips Increase		552	20	15	35	18	18	36
Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study 12300 Valley Boulevard Hotel Project City of El Monte, California, May 1, 2018.								
^(a) Actual proposed room count would be 72. As such trip generation numbers would be slightly less than indicated here.								
^(b) gsf = gross square feet								

⁴⁶ Linscott, Law & Greenspan, Engineers, Traffic Impact Study 12300 Valley Boulevard Hotel Project City of El Monte, California, May 1, 2018.

⁴⁷ Institute of Transportation Engineers' (ITE) Trip Generation manual, 10th Edition, 2017.

Based on the project-related net trip increases shown in Table XVI-2, the resulting change in v/c or delay at the study intersections for the “Existing With Project” scenario is shown in Table XVI-3. As indicated in Table XVI-3, application of the City’s threshold criteria to the “Existing With Project” scenario indicates that the proposed project is not expected to create significant impacts at any of the study intersections. Incremental, but not significant, impacts are noted at the study intersections due to the project.

Future Cumulative Conditions Without Project

The future cumulative pre-project conditions were forecast based on the addition of the traffic generated by the completion and occupancy of other planned projects in the vicinity,⁴⁸ as well as application of a 1.0% annual ambient traffic growth factor to the 2017 traffic counts through to the anticipated 2019 build-out year. As indicated in Table XVI-3, incremental but not significant changes in v/c ratios are noted at all of the study intersections due to the cumulative developments in the project vicinity.

As presented in Table XVI-3, three of the seven study intersections would continue to operate at LOS D or better during the weekday AM and PM peak hours under future cumulative conditions without the project. The following intersections are expected to operate at LOS E or worse during the peak hour shown below under future cumulative baseline conditions:

- Int. # 1: Peck Road / Garvey Avenue
- Int. # 4: Durfee Avenue / Valley Boulevard
- Int. # 6: I-605 Southbound Off-Ramp / Valley Boulevard
- Int. # 7: I-605 Northbound Off-Ramp – Temple Avenue / Valley Boulevard10-1

⁴⁸ The list of the future cumulative projects (related projects) used in this analysis is provided in Appendix E.

Table XVI-3
Project Traffic Impact Evaluation

Intersection	Peak Hour	Existing		Existing Plus Project				Future Without Project		Future With Project			
		V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Signif. Imp.	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Signif. Imp.
Peck Rd. at Garvey Ave -#1	AM	0.867	D	0.868	D	0.001	No	0.914	E	0.916	E	0.002	No
	PM	0.918	E	0.919	E	0.001	No	0.960	E	0.961	E	0.002	No
Valley Blvd at Garvey Ave -#2	AM	0.717	C	0.720	C	0.003	No	0.772	C	0.778	C	0.006	No
	PM	0.804	D	0.810	D	0.006	No	0.869	D	0.875	D	0.006	No
Durfee Ave at I-10 Ramps-Garvey Ave -#3	AM	0.741	C	0.743	C	0.002	No	0.760	C	0.762	C	0.002	No
	PM	0.724	C	0.726	C	0.002	No	0.742	C	0.744	C	0.002	No
Durfee Ave at Valley Blvd. -#4	AM	0.918	E	0.924	E	0.006	No	0.950	E	0.955	E	0.005	No
	PM	0.962	E	0.968	E	0.006	No	0.995	E	1.000	E	0.005	No
Durfee Ave at Magnolia St. -#5	AM	0.650	B	0.652	B	0.002	No	0.666	B	0.668	B	0.002	No
	PM	0.750	C	0.752	C	0.002	No	0.771	C	0.773	C	0.002	No
I-605 Fwy SB Off-Ramp at Valley Blvd -#6 ^{a, b}	AM	0.563 100.9	F	0.565 103.1	F	0.002	No	0.580 124.1	F	0.582 127.2	F	0.002	No
	PM	0.658 139.7	F	0.660 144.1	F	0.002	No	0.682 194.8	F	0.684 201.9	F	0.002	No
I-605 Fwy NB Off-Ramp-Temple Ave at Valley Blvd -#7	AM	0.727	C	0.728	C	0.001	No	0.746	C	0.747	C	0.001	No
	PM	0.933	E	0.934	E	0.001	No	0.958	E	0.959	E	0.001	No
Source: Linscott, Law & Greenspan, engineers. Traffic Impact Study 12300 Valley Boulevard Hotel Project, May 1, 2018.													
^a The City of El Monte intersection impact threshold criteria for unsignalized intersections are V/C ratio increase of 0.02 or more, causing or worsening LOS E (control delay > 35 seconds)													
^b Two-Way Stop-Controlled Intersection. Reported values represent the delay associated with the most constrained approach of the intersection.													

Future Cumulative With Project Conditions

The future cumulative with project conditions were forecast based on the addition of traffic generated by the project plus completion and occupancy of related projects. As shown in Table XVI-3, application of the City's threshold criteria to the "Future With Project" scenario indicates that the proposed project is not expected to create a significant impact at any of the seven study intersections. Incremental, but not significant, impacts are noted at the study intersections due to the project. As no significant impacts are expected due to the proposed project, no traffic mitigation measures are required or recommended for the seven study intersections.

Site Access Review

In addition to the evaluation of the project's effects on operations of the study area roadways, the Traffic Impact Analysis also evaluated potential delays at the two proposed project site access points using the HCM methodology for Existing With Project, and Future With Project conditions, which generated similar results.

The project's Traffic Impact Analysis evaluation and conclusions are based on existing and proposed access restrictions to the project site that would apply to the driveways along Durfee Avenue and Valley Boulevard. The allowed ingress and egress movements for vehicles entering or exiting the site would be restricted as follows:

- *Durfee Avenue Project Driveway:* The Durfee Avenue site driveway is proposed to accommodate right-turn vehicular ingress and egress from northbound lanes only (i.e., left-turn ingress and egress movements to southbound lanes are not permitted).
- *Valley Boulevard Project Driveway:* The Valley Boulevard site driveway is proposed to accommodate left-turn and right-turn vehicular ingress from westbound and eastbound lanes, respectively, but right-turn vehicular egress to eastbound lanes only (i.e., left-turn egress traffic movements to westbound lanes are not permitted).

The Traffic Impact Analysis determined that for both conditions evaluated, during weekday peak hours, motorists exiting the project driveways onto northbound Durfee Avenue or eastbound Valley Boulevard during weekday peak hours would experience only minimal delays, ranging from approximately 13 seconds to 16 seconds on average. At the north driveway, motorists turning left into the site from Valley Boulevard westbound lanes, as is currently allowed, would also experience minimal delays during weekday peak hours, ranging from approximately 12 to 16 seconds. The 95th percentile queue related to vehicles turning left into the site are calculated to be less than one vehicle during the weekday AM and PM peak hour, primarily due to the relatively low volumes (i.e., six left-turning cars in the AM peak hour and five left-turning cars in the PM peak hour). No other turning movements would be allowed at the project's driveways. These minimal delays and queueing of vehicles would be less than significant.

Mitigation Measures

To ensure that vehicles would adhere to these restrictions on driveway ingress and egress movements, **Mitigation Measure TRA-1** and **Mitigation Measure TRA-2** require the incorporation of physical barriers to deter unauthorized turns.

Mitigation Measure TRA-1: To enforce the right-turn in/right-turn out operation at the project's Durfee Avenue driveway, a physical barrier (e.g., raised island, delineators, etc.) shall be constructed within the existed painted median of Durfee Avenue

to the satisfaction of the City of El Monte. The type and location of physical barrier to be implemented shall be illustrated on site plans and approved by the City of El Monte prior to issuance of grading or building permits.

Mitigation Measure TRA-2: To enforce the right-turn in/right-turn out operation at the project's Valley Boulevard driveway, a physical design feature (e.g., channelization or "pork chop" island) shall be provided at the project's Valley Boulevard driveway to direct exiting motorists to complete a right-turn only to the satisfaction of the City of El Monte. The type and location of physical barrier to be implemented shall be illustrated on site plans and approved by the City of El Monte prior to issuance of grading or building permits.

With incorporation of Mitigation Measures TRA-1 and TRA-2, the project's potential to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system would be reduced to less than significant.

b. Less Than Significant Impact. The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

"A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C > 0.02$), causing or worsening LOS F ($V/C > 1.00$)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

The following CMP intersection monitoring locations in the Project vicinity have been identified:
CMP Station No. 142 Intersection - Rosemead Boulevard / Valley Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) to CMP monitoring intersections in the project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

The following CMP freeway monitoring locations have been identified in the project vicinity:

- CMP Station No. 1017 I-10 Location - Freeway east of Peck Road

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required, and the project's potential to conflict with the CMP would be less than significant.

c. Less Than Significant Impact. The proposed project is located approximately two miles to the southeast of the San Gabriel Valley Airport (El Monte Airport), however, the project site is not located within an area identified by the Airport Master Plan as a Runway Protection Zones or an area that would be in conflict with Airport operations and, therefore, the proposed project would not change air traffic patterns or create a safety hazard to people or aircraft.⁴⁹ No significant impacts are expected.

d. Less Than Significant Impact With Mitigation. During construction, transportation of construction equipment, materials, and soil export hauling would result in a temporary increase in trucks entering and exiting the project site. The project will be required to comply with all standard conditions pertaining to construction including work hours, traffic control plan, haul route, access, oversized-vehicle transportation permit, site security, noise, vehicle emissions and dust control. Temporary traffic controls used around the construction area would be required to adhere to the standards set forth in the California Manual of Uniform Traffic Control Devices (2014) and all construction activities would be required to adhere to applicable local ordinances. The traffic impacts of construction activity would be minor and temporary, and would be less than significant.

The project design does not include the construction of any sharp curves or dangerous intersections along existing roadways. The project would be accessed by two driveways that would be in approximately the same locations as existing driveways that serve commercial uses that currently occupy the site. The driveways would prohibit left turn ingress and egress movements on Durfee Avenue, and also left turn egress movements on Valley Boulevard as evaluated in XVI.a. above. Previously described mitigation measures TRA-1 and TRA-2 would require the project to incorporate physical deterrents to unauthorized turning movements into or out of the project site. The addition of hotel related traffic on the area roadways would not represent an incompatible use with existing traffic flow and patterns. The project will not include the construction of any structure or feature that will create a substantial increase in hazards due to a design feature. Design aspects pertaining to the proposed project will follow all City standard plans for street design and the proposed project will comply with all recommendations outlined in Traffic Impact Analysis. The project's proposed on-site parking space provision would meet City code requirements for the proposed land use. Mitigation Measures TRA-1 and TRA-2 would reduce potential access conflicts associated with turning into or out of the project site to less than significant.

⁴⁹ County of Los Angeles, El Monte Airport Master Plan Report, June 1995.

Mitigation Measures

Mitigation Measures TRA-1 and TRA-2 require the incorporation of physical barriers to deter unauthorized turns, which would reduce potential impacts associated with turning movements into or out of the project site to less than significant.

e. Less Than Significant Impact. During the project's temporary construction activities, the project would not result in full closure of any area roadway. Operation of the proposed hotel project will not result in closure of the surrounding streets, and would not obstruct emergency access to adjacent properties. The project itself would have two separate vehicle access points connected by an internal driveway that could be used by emergency vehicles if necessary. No significant impacts are expected.

f. Less Than Significant Impact. The project site vicinity is served by a local pedestrian travel network, consisting of existing sidewalks and traffic signals at major intersections. Additionally, a Class II Bike Lane is located along Valley Boulevard and Durfee Avenue. The proposed project does not involve any changes to existing bike lanes. The existing sidewalks fronting the project site on Valley Boulevard and Durfee Avenue would remain or be improved by the proposed project.

Public transit services within the project study area are currently provided by City of El Monte Transit, Foothill Transit, and Norwalk Transit. The project trip generation was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 2 transit trip during the AM peak hour and 2 transit trip during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 26 daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = $39 \times 1.4 \times 0.035 = 2$ Transit Trips
- PM Peak Hour = $37 \times 1.4 \times 0.035 = 2$ Transit Trips
- Daily Trips = $521 \times 1.4 \times 0.035 = 26$ Transit Trips

The current transit services provide 66 buses and trains during the AM peak hour and 57 buses and trains during the PM peak hour. The traffic analysis related to potential impacts to the study intersections is highly conservative as it does not assume any reductions in project related vehicle trips due to trips that may otherwise be made via public transit. As such, it is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips given the low number of project-generated transit trips. No project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project. Because the proposed project does not conflict with applicable plans, policies or ordinances, the potential to conflict with plans, policies or programs regarding public transit, bicycle or pedestrian facilities would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. TRIBAL CULTURAL RESOURCES.

- | | | | | | |
|----|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. | Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Public Resources Code section 21074 defines tribal resources as follows:

- (a) "Tribal cultural resources" are either of the following:
- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
 - (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Impact Analysis

a. Less Than Significant With Mitigation Incorporated. A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

As discussed above in Section V, the project is located in a highly urbanized area of the City. The project site and surrounding areas are relatively flat, with no geographically distinct landforms. The project site has been subject to past disturbance, including the construction of commercial uses that currently occupy the site.⁵⁰

The cultural resource Phase I(a) assessment of the project site included a records search at the South Coast Central Information Center (SCCIC) to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the project vicinity. The results did not identify any previously recorded cultural resources within the project area. The assessment also requested NAHC review of the Sacred Lands Inventory to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the project area plus a 0.25-mile buffer, which returned a negative result. As no evidence of known tribal resources have been identified in archived records, the potential for the site to represent a tribal cultural resource is considered low.

The project would remove existing commercial buildings from the site and construct a new hotel structure. Based on the existing conditions, the project would not be anticipated to cause a substantial adverse change in the cultural significance of the developed site, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe. Additionally, the site is not listed in the California Register of Historical Resources, or in a local register of historical resources, and no evidence was found to indicate it may be eligible for such listing. The potential for discovery of unknown archaeological cultural resources beneath the ground surface is evaluated above in Section V, Cultural Resources.

As specified in the Public Resources Code Section 21080.31,⁵¹ as amended by Assembly Bill 52, Gatto (AB 52), lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The City of El Monte provided notifications on April 5, 2018 to representatives of Tribes that have provided the City with requests for such notifications pursuant to AB 52 requirements.

The City received a request for consultation from the Gabrieleño Band of Mission Indians - Kizh Nation, and consultation discussions were held on April 19, 2018. Subsequently, the following mitigation measure is required by the City to reduce potential Tribal Cultural Resource impacts to less than significant:

⁵⁰ Envicom Corporation, 12300 Valley Boulevard New Hotel Phase I Cultural Resources Assessment, El Monte, California (Envicom Project #17-722-101), July 25, 2017.

⁵¹ Public Resources Code, Division 13, Chapter 2.6, Section 21.080.3.1.

Mitigation Measure TCR-1: The Project Applicant will be required to obtain the services of a qualified Native American Monitor from the Kizh Nation during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians - Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the Project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The monitor(s) will photo-document the ground-disturbing activities.

The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The monitoring shall end when the Project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archaeological resources.

b. Less Than Significant With Mitigation Incorporated. A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant.

As discussed above, the project is located in a highly urbanized area of the City. The project site and surrounding areas are relatively flat, with no geographically distinct landforms. The project site has been subject to past disturbance, including the construction of commercial buildings that currently occupy the site.

The cultural resource Phase I(a) assessment of the project site included a records search at the South Coast Central Information Center (SCCIC) to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the project vicinity. The results did not identify any previously recorded cultural resources within the project area. The assessment also requested NAHC review of the Sacred Lands Inventory to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the project area, which returned a negative result.

Based on the negative results of a records search as well as from the NAHC, the potential for the site to represent a tribal cultural resource, or be part of a cultural landscape or sacred place, is considered low.

The project would remove existing commercial buildings from the site and construct a new hotel structure. Based on the existing conditions, the project would not cause a substantial adverse change in

the cultural significance of the developed site, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that the Lead Agency may determine to be significant. The potential for discovery of unknown archaeological cultural resources beneath the ground surface is evaluated above in Section V, Cultural Resources.

As specified in the Public Resources Code Section 21080.31,⁵² as amended by Assembly Bill 52, Gatto (AB 52), lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The City of El Monte provided notifications on April 5, 2018 to representatives of Tribes that have provided the City with requests for such notifications pursuant to AB 52. The City received a request for consultation from the Gabrieleño Band of Mission Indians - Kizh Nation, and consultation discussions were held on April 19, 2018. Subsequently, Mitigation Measure TCR-1 has been required by the City to reduce potential Tribal Cultural Resource impacts to less than significant.

⁵² Public Resources Code, Division 13, Chapter 2.6, Section 21.080.3.1.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS.				
a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a., b. Less Than Significant Impact. The project is consistent with the existing land use and zoning designations for the project site and the property is presently developed with commercial uses that are currently served by an existing wastewater treatment system. A Conditional Use Permit to allow a hotel use in the C-3 (General-Commercial) Zone would be required.

Wastewater Treatment

The City's wastewater system is managed by the City of El Monte Public Works Department. The collection system contains 135 miles of sewer lines and six pump stations.⁵³ The flows from these local

⁵³ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.14-3.

sewers discharge into the Los Angeles County Sanitation Districts (LACSD) facilities for treatment and disposal. These facilities have a tertiary treatment capacity of 152.5 million gallons per day (MGD) and has current wastewater flows of about 106.4 MGD, leaving approximately 46.1 MGD of unused capacity. The LACSD facilities serving El Monte have sufficient wastewater treatment capacity for the increase in wastewater generation based on the buildout of the General Plan.⁵⁴ The proposed project is consistent with the General Plan and therefore, consistent with the growth anticipated and accommodated by the City's General Plan.

Further, based on an estimated commercial wastewater generation rate of 0.2 gallons/sf/day,⁵⁵ the proposed project's wastewater generation would be estimated to be approximately 7,837 gallons/day. This increase would be less than two-tenths of one percent of the currently unused capacity at the LACSD treatment facility, which would not be a substantial increase and would not require the construction of additional treatment facilities to serve the project.

The project may require minor, localized improvements such as construction of a new sewer lateral to the existing sewer main located along adjacent roadways. These improvements would take place within the existing right of way. The City has Standard Plans and Specifications for the Construction of Sanitary Sewers to ensure sewer lines and connections are properly designed and constructed. The plans are submitted to the City's Department of Public Works for review of functional design and ensure adequate capacity of the public sewer system to accommodate the waste. The City has required that a sewer area study be performed by the applicant to determine if the existing sewer main has adequate capacity to accommodate project-related wastewater. The sewer area study is currently in progress. If improvements of the area's sewer conveyance infrastructure are necessary, construction activities to upgrade the existing sewer main, such as trenching, pipe placement, and repaving, would consist of typical utilities improvement activities within the existing right-of-way and would not result in significant impacts given the above, the project would not result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and potential impacts would be less than significant.

Water Treatment

Potable water for the project site is provided by San Gabriel Valley Water Company (SGVWC).⁵⁶ SGVWC is based in El Monte and serves a population of more than 210,000 in Los Angeles and San Bernardino Counties. Estimated water delivered to SGVWC customers in 2015 was 31,211 acre-feet/year.⁵⁷ According to SGVWC's Urban Water Management Plan Update 2015, SGVWC can expect to meet the needs of its customers through 2040.⁵⁸

Based on an estimated commercial water demand of 0.25 gallons/sf/day,⁵⁹ the proposed project's daily water demand would be estimated to be approximately 9,796 gallons/day or 10.9 acre-feet/year. The project's net increase in water demand would be even less as the project would remove existing commercial uses from the site that are currently served by existing water supplies. In addition, the proposed project would be required to implement features that aim to reduce water consumption as defined in the City's municipal code. Therefore, the proposed project's demand for domestic water would

⁵⁴ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.14-10.

⁵⁵ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.14-4.

⁵⁶ SGVWC Urban Water Management Plan Update 2015, Figure 1 – Water Service Area Boundary.

⁵⁷ SGVWC Urban Water Management Plan Update 2015, page 4-4.

⁵⁸ SGVWC Urban Water Management Plan Update 2015, page 7-6.

⁵⁹ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.14-3.

represent less than 0.04 percent of SGVWC overall water delivery in 2015. This demand for potable water by the proposed project would not be significant and no additional or expanded potable water treatment facilities would be required to serve the proposed project.

Fire flow refers to the availability of sufficient water pressure over a period of time for the purpose of fighting fires. The proposed project would be required to ensure adequate fire flow water pressure would be available at the site in order to obtain building permits. The minimum fire flow and fire hydrant requirements shall be determined by the fire chief or fire marshal, and shall be based upon a minimum of 20 psig⁶⁰ residual operating pressure remaining in the street main from which the fire flow is being measured. The proposed project's architectural plans would be submitted to LACoFD for review and approval, at which time the fire flow requirements for the project will be determined. The fire chief or fire marshal shall be guided by but may adjust the quantities set forth in the fire department's regulations on the basis of local conditions, exposure, congestion and construction of buildings.⁶¹ If fire flow pressure is found to be deficient, required upgrades to the existing water supply infrastructure located beneath Valley Boulevard would occur within the roadway right-of-way would not result in significant long-term environmental impacts. If necessary, temporary traffic related effects of infrastructure improvements to upgrade water line facilities, such as trenching, pipe placement, and repaving, would consist of typical utilities improvement activities and would not result in significant temporary impacts. Based on these reasons, impacts are considered to be less than significant.

c. No Impact. Implementation of the proposed project would not increase the amount of impervious surface in the City and no change in the amount of surface runoff volumes within the project site is anticipated. The storm-water run-off will continue to be conveyed to local storm drains and channels via the curb and gutters. The project would not substantially increase the volume of storm water runoff ultimately discharged into the existing storm drain system from the existing levels. In conformance with the County of Los Angeles Low Impact Development (LID) requirements, the project's stormwater management features have been designed to retain 100 percent of the Stormwater Quality Design Volume (SWQDv) for the site. These LID features would include underground stormwater storage structures to detain flows onsite during storm events. As such, the project would not require construction of new or expanded offsite storm water drainage facilities, and therefore the project would have no environmental impact associated with the construction of such facilities.

d. Less Than Significant Impact. Potable water for the project site is provided by San Gabriel Valley Water Company (SGVWC).⁶² SGVWC is based in El Monte and serves a population of more than 210,000 in Los Angeles and San Bernardino Counties. Estimated water delivered to SGVWC customers in 2015 was 31,211 acre-feet/year.⁶³ According to SGVWC's Urban Water Management Plan Update 2015, SGVWC can expect to meet the needs of its customers through 2040.⁶⁴

Based on an estimated commercial water demand of 0.25 gallons/sf/day,⁶⁵ the proposed project's daily water demand would be estimated to be approximately 9,796 gallons/day or 10.9 acre-feet/year. Although the minor increase in the demand for domestic water would occur as a result of the proposed development, the increase would not be significant and adequate water supplies and facilities are available to serve the proposed project. In addition, the proposed project would be required to implement

⁶⁰ Pounds per square inch gauge (psig) indicates that the pressure is relative to atmospheric pressure.

⁶¹ County of Los Angeles Municipal Code 20.16.060 - Minimum fire flow and fire hydrant requirements.

⁶² SGVWC Urban Water Management Plan Update 2015, Figure 1 – Water Service Area Boundary.

⁶³ SGVWC Urban Water Management Plan Update 2015, page 4-4.

⁶⁴ SGVWC Urban Water Management Plan Update 2015, page 7-6.

⁶⁵ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.14-3.

features that aim to reduce water consumption as defined in the City's municipal code. Based on these reasons, impacts are considered to be less than significant.

e. Less Than Significant Impact. As described in Section 4.17(b), the volume of wastewater generated by the project would represent only a fraction of the existing daily capacity of the wastewater treatment facility providing service in the area. Therefore, the proposed project would not result in the need for additional capacity of the wastewater treatment provider and no significant impacts would occur.

f. Less Than Significant Impact. El Monte is served by four waste management companies through nonexclusive franchise agreements.⁶⁶ All four waste haulers—American Reclamation, Phoenix Waste and Recycling, Valley Vista Services, and Waste Management—provide waste collection and recycling services for the commercial sector. According to information gathered from CalRecycle, the City disposes of waste at several area and regional landfills and in 2016 disposed of 91,709.59 tons of solid waste.⁶⁷ The majority of waste in 2016 went to the Olinda Alpha Sanitary Landfill and the El Sobrante Landfill. The Olinda Alpha Sanitary Landfill is capable of handling 8,000 tons per day and has 34,200,000 remaining tons of capacity.⁶⁸ The El Sobrante landfill can take 16,054 tons per day and has 145,530,000 remaining tons of capacity.⁶⁹

Construction waste generated by the proposed project would include one-time disposal of material that cannot be recycled or reused. Construction waste generated by the project would be disposed of in compliance with the requirements for construction waste management mandated by the El Monte Municipal Code. During operation, based on a commercial disposal rate of 0.025 pounds/sf/day⁷⁰, the proposed project's solid waste generation is estimated to be approximately 980 pounds per day. The estimated 178.85 tons of waste generated by the proposed project annually can be accommodated within the existing landfill capacity and potential impacts regarding landfill capacity would be less than significant.

g. No Impact. Solid waste generated by the project would be collected by a designated waste hauler and transported offsite to transfer facilities and landfills for reuse, recycling and/or disposal, as appropriate. As shown in Figure 2-4, the project's trash collection enclosure would be located in the southeast corner of the site, and would be accessed from the grade-level surface parking lot. The proposed project, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, the project would have no effect on the existing regulations pertaining to solid waste generation, and implementation of the project would have no impact.

⁶⁶ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.14-6.

⁶⁷ CalRecycle, <http://www.calrecycle.ca.gov/>, accessed August 16, 2017.

⁶⁸ CalRecycle, <http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/>, accessed August 16, 2017.

⁶⁹ CalRecycle, <http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/>, accessed August 16, 2017.

⁷⁰ City of El Monte, General Plan and Zoning Code Update Final EIR, May 2011, page 5.14-13.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a. Less Than Significant Impact With Mitigation Incorporated. The project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project site is in an urban area with developed structures and infrastructure surrounding the property. However, the project site supports trees that could potentially provide cover, forage, and nesting habitats for bird species that have adapted to urban areas. Implementation of mitigation measures provided in Section IV, Biological Resources, will reduce impacts to less than significant.

Based on the historic disturbance of the project site and lack of historic resources on the project site, the potential for impacting cultural resources is low. However, because it is not known what could be unearthed upon any excavation activities, a contingency mitigation measure is provided in Section V, Cultural Resources, to ensure that, in the unlikely event that any resources are found, they are protected from any potential impacts.

b. Less Than Significant. Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the proposed project would have no impact. Environmental

issues meeting this criterion include agricultural resources and mineral resources. Incorporation of the required applicable federal, state and City regulations, and mitigation measures where required, would preclude significant cumulative impacts with regard to the remaining environmental issue areas analyzed in this IS/MND. Therefore, no significant cumulatively considerable impacts would occur as a result of the proposed project.

c. Less Than Significant. Based on the documentation provided in this IS/MND, all potential project impacts would be mitigated to below the level of significance, thus the project would not have substantial adverse effects on human beings.

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